CITY OF VANCOUVER

REFERRAL REPORT

Report Date:	January 6, 2026
Contact:	Chee Chan
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Meeting Date:	January 20, 2026

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezonings: (i) 15-27 West Hastings Street and (ii) 8-36 West Cordova Street

RECOMMENDATION TO REFER

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATIONS FOR PUBLIC HEARING

A. THAT the application by Michael Green Architecture Inc., on behalf of Newton Investments Ltd., the registered owners of the lands located at:

   a. 15-27 West Hastings Street [*Lots 1 and 2 of Block 3 Old Granville Townsite Plan 15573; PIDs 007-649-088 and 007-649-096 respectively*] to rezone the lands from DD (Downtown District) to CD-1 (Comprehensive Development) District to increase the maximum floor area from 8,308 sq. m (89,435 sq. ft.) to 30,847 sq. m (332,031 sq. ft.) and the building height from 22.9 m (75 ft.) to 114.5 m (376 ft.) to permit the development of a 39-storey mixed use building with a rooftop amenity space containing 519 rental units, of which a minimum of 20% of the residential floor area is for below-market units, and commercial uses on the ground floor; and

   b. 8-36 West Cordova Street [*Lot 1, Except part in Reference Plan 132, Lot 2 and 3, The East 1/2 of Lot 4 and The West 1/2 of Lot 4, all of Block 3 Old Granville Townsite Plan 168, 015-712-958, 015-712-966, 015-712-974, 015-712-982 and 015-712-991 respectively*] to rezone the lands from HA-2 (Heritage Area) District to CD-1 (Comprehensive Development) District to

increase the maximum floor area to 21,043 sq. m (226,508 sq. ft.) and the building height from 22.9 m (75 ft.) to 66.3 m (218 ft.) to permit the development of a 20-storey mixed use building containing 219 rental units, of which a minimum of 20% of the residential floor area is for below-market units, 179 hotel rooms, and commercial uses on the ground floor;

be approved in principle together for both non-contiguous sites;

FURTHER THAT both of the draft CD-1 By-laws, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Michael Green Architecture, received March 5, 2025;

FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B1 and B2;

AND FURTHER THAT the Director of Legal Services be instructed to bring forward the draft CD-1 By-laws together for enactment on the same day under one omnibus By-law that will enact both CD-1 By-laws at the same time.

B. THAT subject to approval in principle of the rezoning and the Housing Agreements described in Part 2 of Appendix B1 and B2, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-laws for enactment prior to enactment of the CD-1 By-laws, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

C. THAT subject to approval of the CD-1 By-laws, the application to amend the Sign By-law to establish regulations for each of the CD-1s, generally as set out in Appendix C, be approved.

D. THAT subject to approval of the CD-1 By-laws, the Noise Control By-law be amended to include these CD-1s, generally set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-laws.

E. THAT Recommendations A to D be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

PURPOSE AND EXECUTIVE SUMMARY

This report evaluates two applications to rezone i) 15-27 West Hastings Street from DD (Downtown) District to CD-1 (Comprehensive Development) District and ii) 8-36 West Cordova Street from HA-2 District to CD-1 (Comprehensive Development) District. They are the sites of the former Army & Navy Department store in Vancouver, which was shuttered in 2020.

15-27 West Hastings Street: The proposal is located in the Victory Square Area of the *Downtown Eastside Plan* (DTES Plan). It proposes a 39-storey mixed-use building with a rooftop amenity space, and 519 rental units (20% of floor area at below-market rents) and commercial space on the ground floor. The commercial space will be rented at below-market rates to a non-profit operator for a minimum of 10 years.

8-36 West Cordova Street: The proposal is located in the Gastown Historic Area of the DTES Plan. It proposes a 20-storey mixed-use building with 219 rental units (20% of floor area at below-market rents) over a five-storey podium containing 179 hotel rooms and commercial space on the ground floor. The podium consists of three heritage buildings, of which façade-only retention is proposed.

The two applications are being considered together because of several connections between them. The parking access for 15-27 West Hastings Street is provided from 8-36 West Cordova Street as a cost-saving measure. Market rental residents in 15-27 West Hastings Street would also be able to access the indoor and outdoor amenity spaces located at 8-36 West Cordova Street via a skybridge over the lane.

Though both applications have elements that are not consistent with the DTES Plan or *Heritage Policies*, and propose heights and densities in excess of the DTES Plan, staff support the proposal for the reasons set out in this report. In arriving at this recommendation, staff evaluated the following risks:

- The proposed height and context (particularly 8-36 West Cordova Street);
- Overall heritage conservation strategy of façade-only retention;
- Impacts to the preservation of the form and character of the Gastown Historic Area;
- Impacts to future development potential on adjoining sites;
- Setting expectations for further rezoning of properties in Gastown.

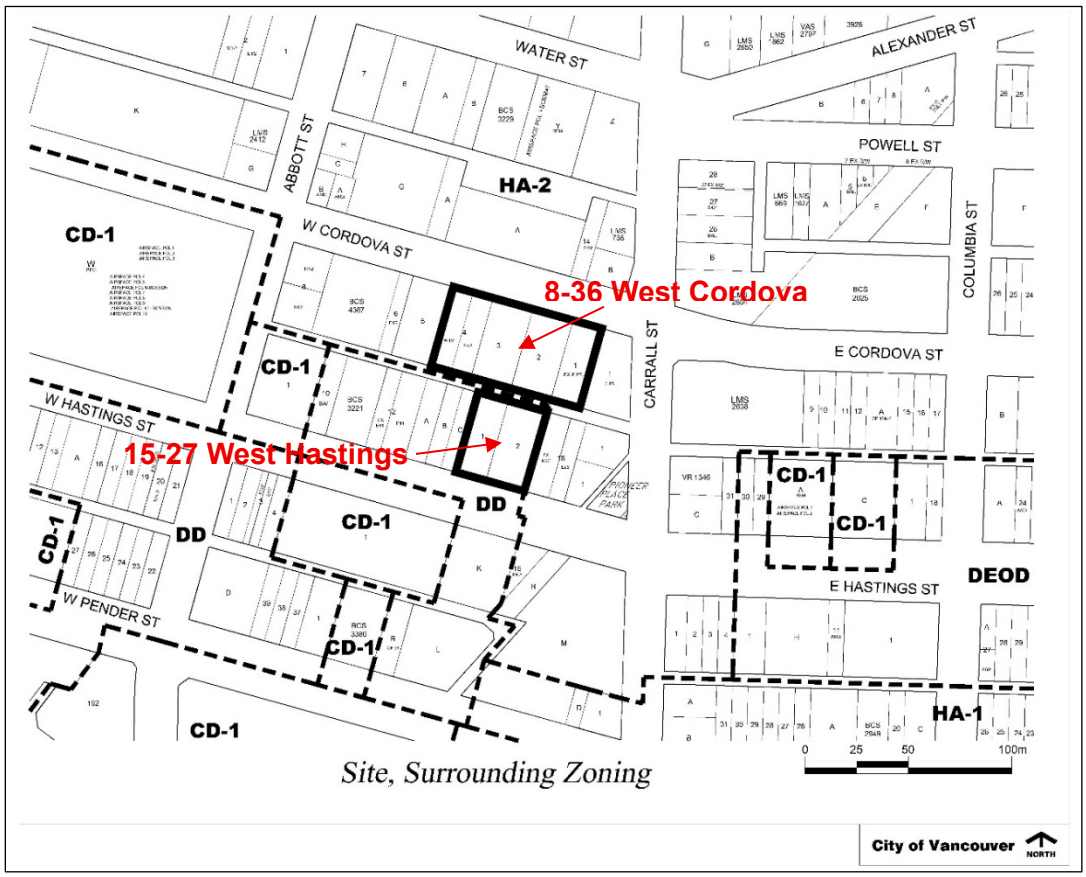
However, the closure of the Army & Navy Department store in 2020 has left a shuttered building that is slowly deteriorating and difficult to repurpose in a profitable manner according to the developer. The new proposals offer public benefits, including 20% of the floor area for below-market rental units, approximately two-thirds of which will be operated by a non-profit operator, a below-market rental commercial space and the retention of the heritage façade of 8-36 West Cordova Street. The staff analysis of the projects' proformas indicate that no further public benefits can be anticipated from these proposals. No other viable alternative has been advanced to revitalize or reopen the vacant space left by the closure of the Army & Navy store at this location. For these reasons, the General Manager of Planning, Urban Design and Sustainability recommends the approval in principle of the two rezoning applications, subject to conditions contained in Appendix B1 and B2.

CONTEXT AND BACKGROUND

1. Site and Context

This report contains two sites, 15-27 West Hastings Street (Hastings site) and 8-36 West Cordova Street (Cordova site), which were both part of the former Army & Navy Department store. The Hastings site is comprised of two parcels, located mid-block on the north side of West Hastings Street (see Figure 1). This site is located in the Victory Square sub-area of the DTES Plan. Surrounding buildings to the east, south and west are zoned DD or CD-1 districts, and are characterized by a mix of four to 10 storey office and residential buildings with ground floor commercial uses. Buildings are generally attached, with no side yards, and their varied heights create a distinctive sawtooth street wall typical in older downtown areas.

Figure 1: Sites and Surrounding Zoning



The Cordova site is located to the north of the Hastings site, across a lane. The Cordova site is comprised of five parcels, located mid-block on the south side of West Cordova Street (see Figure 1). Three existing heritage buildings are located on the site, the Dunn-Miller Block (8 West Cordova Street, built 1888); the Callister Block (30-34 West Cordova Street, built 1891); and the Hayes & McIntosh Block (36 West Cordova Street, built 1890). They are located in the Gastown Historic Area of the Downtown Eastside.

The Army & Navy Department store was founded in 1919 in a rented storefront at 44 West Hastings Street (not part of this application). It expanded into the Dunn-Miller Block in 1948 (Cordova Site), and expanded again in 1959 with the addition of 25 West Hastings Street (Hastings Site). The long-standing family-run department store sold affordable goods, often

serving low-income Downtown Eastside (DTES) residents, and became a valuable part of the community over the century. The Army & Navy Department store had been operating continuously in the Downtown Eastside since 1919 until it was shuttered by the owner in March 2020.

The Gastown Historic Area is municipally designated as a historic area (HA-2), along with Chinatown (HA-1; HA-1A) and Yaletown (HA-3). It is the historic core of Vancouver, featuring an intact group of masonry buildings erected between 1886 to 1914 that are also designated as provincial historic sites. In 2009, Gastown Historic Area was formally recognized by the Historic Sites and Monuments Board of Canada (HSMBC) as the *Gastown Historic District National Historic Site of Canada*, and includes the following commemorative intent:

- It is an intact urban area of business and commercial buildings dating from the most part from 1886 to 1914, representing, through the visual qualities of the buildings, an early Western Canadian city core and its economy in the late 19th and early 20th centuries;

- It is a group of commercial buildings that displays the architectural styles of the late 19th and early 20th centuries, including materials, finishes and architectural detailing; and,

- It is an early example of a legally protected historic district in Canada. It illustrates the activists' heritage movement that emerged in Canada's urban centres in the years around 1970, and the creation of local organizations intent on protecting the historic fabric of cities and reorienting urban development.

2. Policy Context

Downtown Eastside Plan (DTES Plan): The Plan's overarching goal is to make the Downtown Eastside a more livable, safe and supportive place for all of its diverse residents. It contains policies and strategies to guide and manage change and development in its seven distinct neighbourhoods (i.e. areas).

Downtown Eastside Plan Rezoning Policy: Under the *Downtown Eastside Rezoning Policy* for the Victory Square area, rezonings may be considered for rental housing proposals up to a height of 105 ft. (approximately 10 storeys).

In Gastown, rezoning applications should not be considered for market residential development or for increasing the heights and densities beyond what current HA-2 (Heritage Area) district zoning permits.

Heritage Policies: Under these policies, rezoning should not result in the demolition or severe alteration of any building on the Vancouver Heritage Register. A site occupied by a protected heritage property should not be considered for a rezoning if the proposal would result in demolition, severe alteration, replacement of original building structure, removal of character-defining elements or loss of heritage value, and/or with the façade-only retention of a protected heritage property.

Transit-Oriented Areas (TOA) Designation By-law and Transit-Oriented Areas (TOA) Rezoning Policy: The Hastings site is located in Tier 2 of a TOA, and the Cordova Site is located in Tier 3 of a TOA. Both applications exceed the height and density of the TOA designations and *TOA Rezoning Policy*. Instead, they are being evaluated under the DTES Plan and the City's *Heritage Policies*.

Housing Needs Report: The Vancouver Charter requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

DISCUSSION

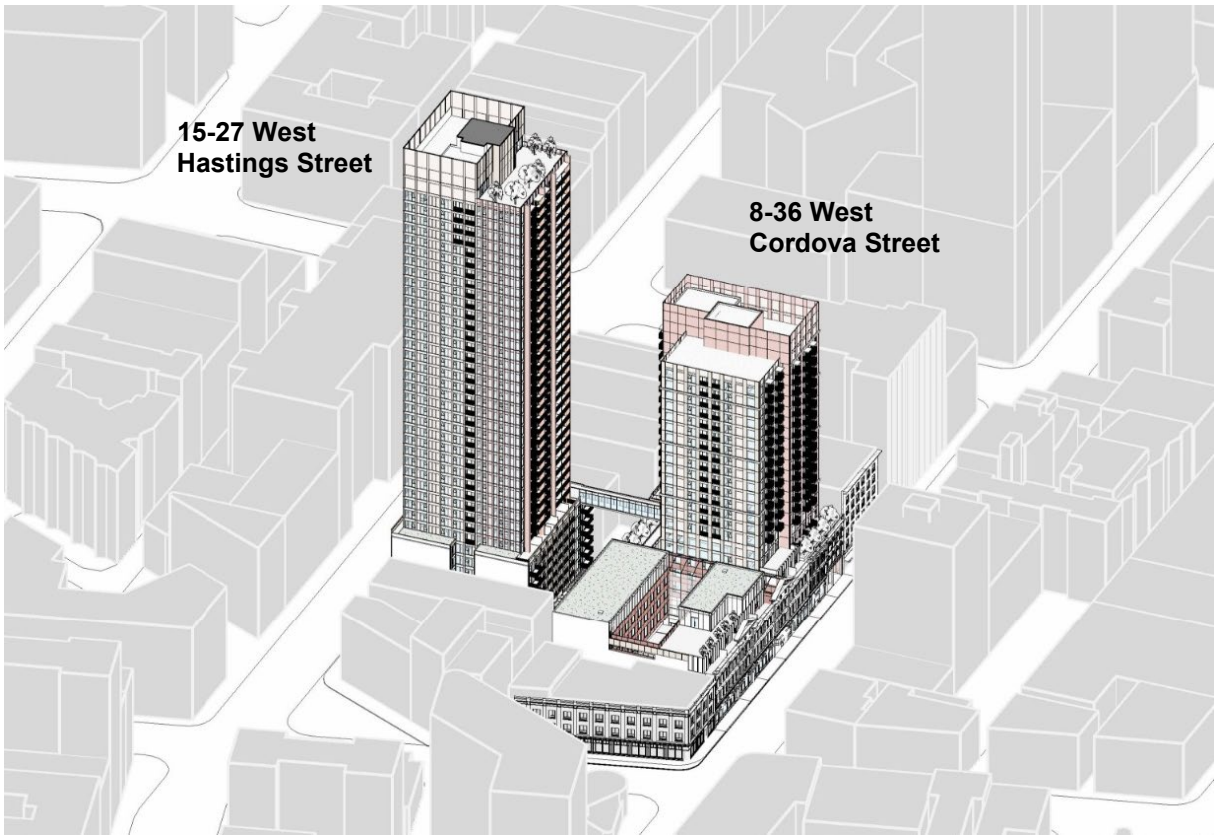
1. Proposal

15-27 West Hastings Street

The proposal is for a 39-storey mixed-use residential building with a rooftop amenity space, 411 market-rental units, of which a minimum of 20% of the residential floor area is for below-market units (approximately 108 units) and commercial-retail on the ground floor (See Figure 2). The below-market rental units are proposed to be operated by a non-profit operator. A height of 114.5 m (376 ft.) and a floor area of 30,847 sq. m (332,031 sq. ft.) are proposed. Access to the underground parking levels is proposed from the parking ramp at 8-36 West Cordova Street, which connects to 15-27 West Hastings via an underground connection below the City lane. A skybridge at level seven will connect this building to 8-36 West Cordova Street over the lane to provide market rental tenants in the Hastings site with access to the common amenity spaces on the Cordova site and vice-versa.

The developer has agreed in principle to provide 2,500 sq. ft. of below-market rental commercial space. This commercial space would be owned by the developer and tenanted by a non-profit or social enterprise for a minimum of 10 years. This arrangement would enable Army & Navy's legacy of supporting Downtown Eastside residents to continue.

Figure 2: View of Proposed Building



8-36 West Cordova Street

The proposal is for a 20-storey mixed-use building with 219 rental units, of which a minimum of 20% of the residential floor area is for below-market units (See Figure 2). The building's podium includes a 179-room hotel and commercial-retail on the ground floor. A height of 66.3 m (218 ft.) and a floor area of 21,043 sq. m (226,508 sq. ft.) are proposed.

Previous Application

A previous rezoning application for a 19-storey building on the Hastings site and an 11-storey building on the Cordova site was submitted on July 14, 2023. The previous application was reviewed by the Gastown Historic Area Planning Committee, Vancouver Heritage Commission and the Urban Design Panel. A public in-person open house was also hosted for the previous application on October 26, 2023. The developer withdrew the previous application on January 23, 2025 from consideration because they wished to propose significant increases in height and density. The new applications, submitted on March 5, 2025, are being considered in this report.

2. Form of Development

Refer to 15-27 West Hastings' application booklet or 8-36 West Cordova's application booklet for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

15-27 West Hastings Street

Staff evaluated the application with reference to the Zoning and Development By-law Downtown District Schedule and *Downtown Official Development Plan* (DODP) and DTES Plan. These documents outline urban design criteria for tower forms, including siting, massing, solar access, tower width and separation, and building articulation in Gastown adjacent to the subject site.

The proposal was also reviewed against broader urban design principles including contextual fit, public realm interface and character, overall massing and livability, and the quality and provision of private amenities. The assessment incorporates recognized best practices in urban design, which foundational to Vancouver's well-integrated and highly liveable urban environment.

Built Form: The proposal is for a 39-storey mixed-use building with a rooftop amenity space, commercial retail on the ground floor and residential uses above. A six- to seven-storey podium establishes a sawtooth expression that reinforces the fine-grained, human-scaled character of the Victory Square area (See Figure 3).

Height: This application proposes a building height of approx. 117m (384 ft.), which significantly exceeds the height limit of the DTES Plan and the DODP of 32 m (105 ft.).

The building's mechanical floor enters into the protected Queen Elizabeth view cone 3.2.3 by approximately 4 m (13 ft.). A condition is included in Appendix B1 to reduce the building height to comply with the protected view.

Density: This application proposes a floor area of 30,847 sq. m (332,031 sq. ft.), which is approximately 22.3 FSR. The DODP permits a maximum floor area of 6.0 FSR in this area to create a transition in building form and scale from the higher-density downtown core to the finer-grained character of Victory Square and the Downtown Eastside. This application is a significant departure from the density and intent of the DODP and the DTES Plan.

Figure 3: View of Proposed Podium from Street View

Tower Floor Plate Size and Tower Separation: Tower floor plate size and tower separation directly influence the livability of dwelling units and the quality of the at-grade public realm by affecting solar access, sky views, and overall openness. The *Residential Tower Floor Plates Bulletin* provides guidance for the maximum tower floor plate of 670 sq. m (7,200 sq. ft.) where other urban design criteria are met, including a minimum tower separation of 24.4 m (80 ft.) to ensure adequate sunlight access and privacy.

This application proposes tower floor plates of approximately 735 sq. m (7,915 sq. ft.), with only 3.5 m (11.6 ft.) setbacks to the east and west property lines. The proposed tower will encumber

future tower development opportunities for adjacent properties to the east and west if 80 ft. tower separation is to be maintained in future.

At the podium level, the zero-lot-line condition results in constrained light-wells along both property lines for the below-market rental units. Conditions are included in Appendix B1 to improve the livability of these units by ensuring they receive adequate natural light and ventilation.

Public Realm and Interface: The application includes a podium design with appropriate scale and fine-grained articulation, reinforcing the historic form and the distinctive sawtooth pattern along the street frontage and contributing to the area's unique architectural character.
A condition is included in Appendix B1 requiring further design development to achieve a more vibrant, engaging, and pedestrian-oriented public realm consistent with the DTES Plan.

Private Amenity Spaces (Market): The indoor and outdoor amenity spaces for the market rental units are located on the rooftop of this proposal. An insufficient amount of outdoor amenity space is proposed for market rental residents. To compensate, a skybridge at level seven will allow market rental residents on the Hastings site to access the indoor and outdoor amenity spaces on the Cordova site. However, the total amount of outdoor amenity spaces on both sites still fall short given the proposed number of rental units. A condition in Appendix B1 and B2 require further design development to improve the amount, quality and usability of the outdoor amenity areas, including co-locating the children's outdoor play area so that it is contiguous with, and visually connected to the indoor amenity space.

Private Amenity Spaces (Below-Market): The indoor and outdoor amenity spaces for below-market rental units, which will be operated by a non-profit operator, are located on levels two and seven of the podium. The market rental residents will not have access to the amenity spaces for below-market rental residents, and vice versa.

The amount of outdoor amenity space is reviewed in tandem with the provision of private balconies. As the proposal contains an insufficient amount of outdoor amenity space for below-market rental residents, and since several below-market rental units also do not have private balconies, additional outdoor amenity space is sought. A condition is included in Appendix B1 to improve the size, quality and usability of the outdoor amenity areas for below-market rental units.

Figure 4: Urban Design Analysis Summary

Issue	Policy	Proposal	Impacts	Outcomes
Tower Height	32.0m(105 ft.); 10 storeys	114.5 m (376 ft.); 39 storeys	Massing Bulk Contextual fit	Height is taller than what is permitted in the Plan, creating a greater sense of visual bulk.
Density	6.0 FSR	22.3 FSR	Contextual fit Massing Bulk Pedestrian realm	Proposed increase in density will result in a bulkier building massing and diminished a contextual fit of Victory Square context.
Tower floor plate size	670 sq. m (7,200 sq. ft.)	735 sq. m (7,915 sq. ft.)	Bulk Pedestrian realm	Proposed massing with large tower floor plate creates bulkier building and a diminished pedestrian-scale experience along the street.
Tower Separation	Equitably12.2 m (4 0 ft.) to the shared property line	3.5 m (11.5 ft.) to both shared property line.	Redevelopment potential of neighbouring properties	Proposed tower separation may affect the development potential of neighboring future tower sites to the east and west.

Issue	Policy	Proposal	Impacts	Outcomes
Amenity Space – Market Units	Indoor: Min. of 15 sq. ft. per dwelling unit Outdoor: Min. of 20 sq. ft. per dwelling unit	Indoor: 13.2 sq. ft. per dwelling unit Outdoor: 7.7 sq. ft. per dwelling unit	Livability	Insufficient outdoor amenity space will negatively affect the building's livability, limiting opportunities for social interaction, recreation, and resident well-being.
Amenity Space – Below-Market Units	Indoor: Min. of 15 sq. ft. per dwelling unit Outdoor: Min. of 20 sq. ft. per dwelling unit	Indoor: 20.7 sq. ft. per dwelling unit Outdoor: 12.9 sq. ft. per dwelling unit No private balcony on some units	Livability	Insufficient outdoor amenity space will negatively affect the building's livability, limiting opportunities for social interaction, recreation, and resident well-being.

8-36 West Cordova Street

Staff evaluated the application with reference to the Zoning and Development By-law HA-2 District Schedule and HA-2 Design Guidelines (the Guidelines) noting that there is no rezoning enabling policy for this area. The intent of this schedule is for new development to recognize the area's special status as the origin of development in Vancouver, and to ensure the maintenance of Gastown's "turn of the century" historical and architectural character. These documents outline urban design criteria for tower forms, including siting, massing, solar access, tower width and separation, and building articulation.

The proposal was also reviewed against broader urban design principles including contextual fit, public realm interface and character, overall massing and livability, and the quality and provision of private amenities. The assessment incorporates recognized best practices in urban design, which foundational to Vancouver's well-integrated and highly liveable urban environment.

Built Form: The proposal is for a 20-storey mixed-used building on a five-storey podium that retains the façades of three historic buildings (see Figure 5). The immediate context consists of mid-rise residential buildings that reflect the historical and architectural character of the Gastown Historic Area, generally consistent with the HA-2 zoning or predating the current DTES Plan and the Guidelines.

Within the surrounding context, the Woodward's complex is located one block to the west along Cordova Street. It is not part of the Gastown Historic Area. The Woodward's mixed-use complex occupies a substantially larger site and includes a 43-storey and 31-storey residential buildings. The Woodward's complex includes childcare, community serving spaces, a restored six-storey Woodward's heritage building, and large indoor and outdoor public open spaces.

Figure 5: View of Proposed Building

Height: The HA-2 district permits a maximum height of 22.9 m (75 ft.), reflecting the historic sawtooth streetscape characteristic of Gastown. Minor height increases may be considered where a proposal appropriately addresses massing bulk, contextual fit, view impacts and overall urban design. In a handful of cases, this height relaxations up to approximately 33.5 m (110 ft.) have been supported when balanced with commensurate open space.

The application proposes a tower height of 66.3 m (218 ft.), significantly exceeding the intent of the HA-2 District. However, the proposed height does not intrude into any protected view cones or shadow public parks, schools, or open spaces during critical hours. The tower remains visually inconsistent with the heritage character and intended built form of the HA-2 zoning, even with the proposed setback from the heritage cornice line.

Density: This application proposes a floor area of 21,043 sq. m (226,508 sq. ft.), which is approximately 7.0 FSR. As the current HA-2 zoning does not prescribe a maximum density, appropriate density is effectively governed by height, heritage considerations and urban design performance to ensure compatibility with Gastown's historic scale and character.

Tower Floor Plate Size and Tower Separation: This application proposes tower floor plates of approximately 740 sq. m (7,940 sq. ft.), with only 3.6 m (12 ft.) of separation from the west property line. This restricts the site at 50 West Cordova Street from building higher than the existing six-storey building, otherwise tower separation would not be met.

Staff have provided a condition in Appendix B2 to refine the perceived massing and enhance compatibility with the retained heritage building, ensuring sufficient openness to the sky and contributing to visual permeability within the surrounding urban context.

Public Realm and Interface: This application proposes the retention of three heritage façades, reinforcing the historic form, fine grain, human-scale and architectural rhythm of the street scape while integrating new retail and hotel uses that contribute to the area's distinct architectural character.

A condition is included in Appendix B2 to improve the public realm and heritage interface to ensure the development provides an active, inclusive and high-quality streetscape experience.

Private Amenity Spaces: The proposal includes indoor and outdoor amenity spaces on level six of the podium. They are connected by a skybridge to the Hastings site to allow for shared access. Insufficient outdoor amenity space is provided for the number of proposed rental units, and a condition is included in Appendix B2, to improve the quality, size and usability of the outdoor space and to co-locate the children's outdoor play area so that it is contiguous with, and visually connected to the indoor amenity area.

Figure 6: Urban Design Analysis Summary

Issue	Policy	Proposal	Impacts	Outcomes
Tower Height	18.3 m (75 ft.), 6 to 7 storeys	66.4 m (218 ft.); 20 storeys	Massing Bulk Contextual fit	Height is taller than what is permitted in the Plan, creating a greater sense of visual bulk.
Density	No Maximum	7.0 FSR	Contextual fit Massing Bulk Pedestrian realm	Proposed increase in density will result in a bulkier building massing that is incompatible with Gastown's historic urban context.
Tower floor plate size	670 sq. m (7,200 sq. ft.)	740 sq. m (7,940 sq. ft.)	Bulk Pedestrian realm	Proposed massing with large tower floor plate creates bulkier building and a diminished pedestrian-scale experience along the street.
Tower Separation	Equitably 12.2 m (40 ft.) to the shared property line	3.1m (12ft.) to the shared property line. 24.4m (80 ft.) to the tower proposal at 15-27 W Hastings Street.	Redevelopment potential of neighbouring properties	Proposed tower separation may affect the development potential of neighboring site to the west at 50 W Cordova Street.
Amenity Space	Indoor: Min. of 15 sq. ft. per dwelling unit Outdoor: Min. of 20 sq. ft. per dwelling unit	Indoor: 26.4 sq. ft. per dwelling unit Outdoor: 5.3 sq. ft. per dwelling unit	Livability	Insufficient outdoor amenity space will negatively affect the building's livability, limiting opportunities for social interaction, recreation, and resident well-being.

Both Sites

Urban Design Panel (UDP): The Urban Design Panel reviewed both proposals on May 7th, 2025, and supported them with recommendations, as summarized in Appendix D.

Natural Assets: The *Urban Forest Strategy* and the Protection of Trees By-law were used to evaluate the proposal. There are no existing trees on site. There are seven City-owned trees along Hastings and Cordova Streets. Street trees will be retained where possible. The application proposes landscaping on the rooftops of amenity spaces, but has not specified the number of replacement trees to be planted. The number of replacement trees will be determined at the development permit stage. See Appendix B1 and B2 for landscape and tree conditions.

4. Heritage

Heritage and Character: Gastown is recognized as Vancouver's first municipal neighbourhood and is a historic area that is federally designated as a National Historic Site. The City's land-use and development policies for Gastown Historic Area recognize the area's special status of

having provincial and national historic site designations, with the intent of ensuring the maintenance of Gastown's "turn of the century" historical and architectural character.

Within Gastown, the Cordova site includes three protected heritage properties, the Dunn-Miller Block (8 West Cordova Street); the Callister Block (30-34 West Cordova Street); and the Hayes & McIntosh Block (36 West Cordova Street) (See Figure 7 and Figure 8). A Heritage Conservation Plan report was submitted for each property as part of the rezoning application describing their historic context, Statements of Significance and outlines of the applicant's proposed conservation strategies[1]. Statements of Significance are included in Appendix D.

Figure 7: Dunn and Miller Block, 8 West Cordova Street

The three heritage properties are characterized as three-storey late Victorian Italianate commercial structures forming part of an important historic commercial streetscape that represent the early development of the Gastown Historic Area. They are also notable as early buildings constructed of load-bearing masonry walls after the great fire of 1886. The Statements of Significance in the Heritage Conservation Plan reports describe the heritage value associated with the historic places and identifies their character-defining elements.

[1] Heritage Conservation Plan reports are available online:
https://rezoning.vancouver.ca/applications/2035/8-w-cordova-conservation-plan-2024-12.pdf
https://rezoning.vancouver.ca/applications/2035/30-34-w-cordova-st-conservation-plan-2024-12.pdf
https://rezoning.vancouver.ca/applications/2035/36-w-cordova-st-conservation-plan-2024-12.pdf

Figure 8: Callister Block at 30-34 West Cordova Street (left); Hayes & McIntosh Block at 36 West Cordova Street (right)

A major rehabilitation of the heritage properties occurred in 1972 to permit the expansion of the Army & Navy Department Store. The rehabilitation project resulted in the structural and seismic upgrading of the three heritage buildings, the construction of a rear addition facing the laneway, and their consolidation as a large department store complex (see Figure 9). The rehabilitation included an enclosed skybridge connecting the West Cordova Street buildings across the laneway to the Army & Navy store section fronting West Hastings Street.

Figure 9: Aerial view showing the rezoning site, including the three protected heritage buildings (green) and the rear addition (blue) along the laneway

Currently, the Heritage Conservation Plans identified notable signs of accelerated material degradation evident on the exterior of the buildings, attributed to inadequate maintenance of the building. The complex remains unoccupied to date. However, the integrity of the original form and massing of the heritage buildings remain intact, including the historic rear and side masonry

walls of each building, which are now expressed as interior walls following the rehabilitation in 1972.

Heritage Impact: The proposed form of development featuring a twenty-storey tower above a five-storey podium, and proposed change of occupancy limits the heritage conservation to façade-only retention. The impact to the integrity of the three protected heritage properties and the historic streetscape of Cordova Street is deemed significant. This rezoning proposal does not comply with applicable community planning objectives, land-use policies and *Heritage Policies* for the Gastown Historic Area based on the following considerations:

- There is no rezoning enabling policy for the Gastown Historic Area. This is intentionally the case in order to retain and conserve the historic character of the area and the physical integrity of existing buildings designated as protected heritage properties. The existing HA-2 (Heritage) District schedule allows for redevelopment at appropriate heights and densities to prioritize a higher level of conservation and retain the integrity of the historic area.

- The Conservation Plans contemplate façade-only retention for all three protected heritage properties. This would result in substantial demolition, severe alteration, and replacement of original building structure. The proposal is limited to conservation of character-defining elements of the retained façades which is not consistent with City's *Heritage Policies* and the *Standards & Guidelines for Historic Places in Canada*.

- The proposed height varies significantly from the historic building scale and character of the area. The Conservation Plans contemplate the construction of a contemporary multi-storey building with an overall height of 66.3 m (218 ft.), which is significantly higher than the maximum permissible height of 22.9 m (75 ft.).

Gastown Historic Area Planning Committee & Vancouver Heritage Commission

The previous rezoning application for both sites (from DD and HA-2 to CD-1) was reviewed by the Gastown Historic Area Planning Committee (GHAPC) and the Vancouver Heritage Commission (VHC) in November 2023. GHAPC supported the previous application but noted concerns about the proposed height and massing, while the VHC did not endorse the previous application. Refer to the GHAPC Meeting Minutes and the VHC Meeting minutes for their recommendations on the previous application. The previous application was withdrawn.

A subsequent review by the VHC was completed in May 2025 for the current application for the Cordova site. VHC recognized the need for socio-economic revitalization in the DTES and that Gastown does not have a rezoning policy. Under these circumstances, VHC carried a motion that generally endorses the Conservation Plans for façade only retention and rezoning application, but did not endorse the proposed 20-storey height as VHC was concerned this could set a precedent in Gastown. Refer to the full VHC's 2025 meeting minutes for their recommendations on the current application.

5. Housing

The applications propose two separate buildings on Hastings and Cordova Streets connected by a sky bridge at level seven. The *Housing Vancouver Strategy* seeks to deliver a range of housing tenures across the housing continuum. The two applications, if approved, would add 738 rental units, including 583 market rental units and 155 below-market rental units (20% of the residential floor area in each building), to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 10).

The Hastings application proposes 411 market rental units and 108 below-market rental units, representing 20% of the residential floor area and rented at 20% and 50% below City-wide average market rents. The below-market rental units are to be operated by a non-profit organization, which is currently intended to be BC Indigenous Housing Society, contained in a separate air space parcel to allow for future purchase by the non-profit operator.

The Cordova application proposes 172 market rental units, and 47 below-market rental units representing 20% of the residential floor area and rented at 20% and 50% below City-wide average market rents. The below-market rental units are to be owned and operated by Bosa.

The two applications represent an opportunity to deliver a significant number of market rental and below-market rental housing units in the DTES, including indigenous non-profit operated below-market rental housing.

Figure 10: Progress Towards 10 Year Housing Vancouver Targets (2024-2033) for Purpose-Built Rental Housing as of September 30th, 2025

Housing Type	Category	10-Year Targets[1, 2]	Units Approved Towards Targets[3]
Purpose-Built Rental Housing Units	Market Rental	30,000	12,299 (41%)
	Developer-Owned Below Market Rental	5,500	2,046 (37%)
	Total	35,500	14,345 (40%)

1. *New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.*
2. *Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.*
3. *Unit numbers exclude the units in this proposal, pending council's approval of this application.*

Vacancy Rates: Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2024, the purpose-built apartment vacancy rate was 1.6% in Vancouver. The vacancy rate (based on the Canada Mortgage and Housing Corporation (CMHC) Market Rental Survey) for the East Hastings area, which this site is located, is 1.5%. A vacancy rate of between 3% and 5% is considered to represent a balanced market.

Housing Mix: The Plan requires a minimum of 25% family units for market and below-market rental development. These units must be designed in accordance with the *High-Density Housing for Families with Children Guidelines*.

15-27 West Hastings

The Hastings application proposes 15.2% family units, including 16.5% in the market rental portion and 10.2% in the below-market rental portion, thereby not meeting the 25% minimum per the DTES Plan. A condition of approval and a provision in the CD-1 By-law has been included to require that the proposal meets the minimum unit mix requirements separately in both the market rental and below-market portions at development permit application stage, including a clause permitting relaxation of the family unit mix to be considered in the below-market rental portion, to a minimum of 15% family units, provided that a request and rationale is provided by the non-profit operator at development permit stage.

8-36 West Cordova

The Cordova application proposes 15.1% family units, including 14.5% in the market rental portion and 17.0% in the below-market rental portion, thereby not meeting the 25% minimum per the DTES Plan. A condition of approval and a provision in the CD-1 By-law has been included to require that the project meets the minimum unit mix requirements separately in both the market rental and below-market portions at development permit application.

Average Rents and Income Thresholds: The starting rents for below-market rental units for 2024 are shown in Figure 11. A minimum of 70% of the BMR units will be rented at 20% below the CMHC Average Market Rent, and 30% of the BMR units will be rented at 50% below CMHC Average Market Rent for the City of Vancouver.

Starting rents for the initial occupants will be calculated using the City-wide Average Market Rents at the time of occupancy permit issuance. On unit turnover, rents in the BMR units will be reset to the same CMHC discount as applied at initial occupancy, calculated using the CMHC Average Market Rent at the time of unit turnover.

Figure 11: Below-Market Rental Unit Rents and Household Incomes Served

		City-wide Average Market Rents	Below-Market Units (50% below average rents)		Below-Market Units (20% below average rents)	
Unit Type	Proposed Average Unit Size (sq. ft.)	2024 Average Rents[1]	2025 Starting Rents[2]	Average Household Income Served[3]	2025 Starting Rents[2]	Average Household Income Served[3]
Studio	343	$1,618	$809	$32,360	$1,294	$51,776
1-bed	429	$1,837	$919	$36,740	$1,470	$58,784
2-bed	617	$2,565	$1,283	$51,300	$2,052	$82,080
3-bed	n/a	$3,524	$1,762	$70,480	$2,819	$112,768

1. *Data from the October 2024 CMHC Rental Market Survey for apartments in purpose-built rental buildings in the City of Vancouver.*
2. *Starting rents shown are calculated based on a 20 or 50 per cent discount to the average market rents for the City of Vancouver as published by CMHC in the October 2024 Rental Market Report and set in the Rental Incentive Programs Bulletin for the year 2025.*
3. *Incomes are estimated based on rents at 30% of income.*

Figure 12 shows average market rents and incomes served for newer rental buildings on the Eastside in the left-side columns, and costs for home ownership in the right-side columns. The market and below-market rental housing components will provide options that are more affordable than home ownership.

To be eligible for a BMR unit, a household's gross annual income must not exceed the income requirements for the unit type, with at least one household member per bedroom. Eligibility requirements for the below-market units are described in the *Rental Incentive Programs Bulletin*.

Security of Tenure: Purpose-built rental housing offers permanent rental housing and security of tenure, unlike rented condominiums or basement suites in the secondary rental market. All 738 units in the proposal would be secured through Housing Agreements and Section 219 Covenants for the longer of 60 years or the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units.

Figure 12: Market Rents in Newer Buildings, Cost of Ownership and Household Incomes Served

	Newer Rental Buildings - Eastside		Monthly Costs of Ownership for Median-Priced Apartment – Eastside (with 20% down payment)		
	Average Market Rent[1]	Average Household Income Served[3]	Monthly Cost of Ownership[2]	Average Household Income Served[3]	Down payment at 20%
Studio	$1,879	$75,160	$2,200	$88,000	$79,550
1-bed	$2,194	$87,760	$2,885	$115,400	$108,000
2-bed	$2,880	$115,200	$3,809	$152,360	$141,300
3-bed	$3,815	$152,600	$5,565	$222,600	$213,000

1. *Data from October 2024 CMHC Rental Market Survey for buildings completed in 2015 or later on the Eastside of Vancouver.*
2. *Based on the assumptions: Median of all BC Assessment strata apartment sales prices in Vancouver Eastside in 2021 by unit type, 20% down-payment, 5% mortgage rate (in-line with qualifying rate), 25-year amortization, $250-$350 monthly strata fees and monthly property taxes at $2.92 per $1,000 of assessed value (2021 assessments and property tax rate).*
3. *Incomes are estimated based on rents at 30% of income.*

The Housing Agreements will secure not less than 20% of the residential floor area that is counted in the calculation of the floor space ratio for below-market units to be rented at rates targeted to meet the affordability needs of moderate income households. Rent increases during each tenancy are capped at the Residential Tenancy Act annual allowable rental increase. Conditions related to securing the units are contained in Appendix B1 and B2.

Existing Tenants: The rezoning site does not currently have any existing rental residential uses and there are no eligible tenants as defined under the City's *Tenant Relocation and Protection Policy* (TRPP).

If any eligible tenants are identified through the City's regulatory approvals process, the applicant will be required to provide a Tenant Relocation Plan that meets the City's TRPP.

6. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

A single parking access from the rear lane to the underground parking levels of both projects is provided from the Cordova site. A series of circulation lanes underneath the City lane connect the Cordova and Hastings sites' underground parking levels. This arrangement reduces the need and cost of providing parking up/down ramps on the narrower Hastings site, which would otherwise require additional space and a deeper excavation. While this arrangement is not typical, it can be considered here to support the project's viability. Conditions are contained in Appendix B1 and B2 to permit access across the City lane.

7. Social Policy

As part of this application, the developer has agreed to provide 2,500 sq. ft. of commercial space on the ground floor level on the Hastings site at below-market rents. The commercial space would be used for social purposes with the goal of advancing and supporting community economic development in the Downtown Eastside and enable Army & Navy's legacy of

supporting DTES residents to continue. The space would be owned by the developer and rented to a non-profit or social enterprise for a minimum of 10 years. Conditions are included in Appendix B1 to secure the below-market commercial space.

8. Public Input

Public engagement primarily included mailed postcards, a site sign, a webpage with a digital model, an online comment form, and question and answer (Q&A) period. An in-person open house was held for the previous application and it was determined that another in-person open house was not necessary for the current applications. Refer to the application webpages: https://www.shapeyourcity.ca/15-27-w-hastings and https://www.shapeyourcity.ca/8-36-cordova. Refer to Appendix E for a full summary of the public input collected and responses to public comments.

15-27 West Hastings Street

In total, approximately 124 submissions were received. Comments supported the new rental housing, new residents to support local area businesses, and the revival of the shuttered building frontage. Concerns included the height and scale far exceeding existing policy, the tower's overwhelming impact on the neighbourhood context and heritage character, and gentrification that may displace existing residents.

8-36 West Cordova Street

In total, approximately 116 submissions were received. Comments supported the new rental housing, hotel units and new residents to support the local economy, the revitalization of the shuttered building with new retail on the ground floor, and the retention of the heritage façade. Concerns included the 20-storey tower conflicting with policy intentions and existing character of Gastown, shadowing and canyon effects from the tower, that façade-only retention does not represent real heritage preservation, and gentrification that may displace existing residents.

9. Public Benefits

Refer to Appendix F for full summary of public benefits for both sites.

Development Cost Levies (DCLs): The applicant has requested a Class A waiver of the City-wide DCLs for both sites. It is expected that the project will pay DCLs of $8,312,663 based on December 10, 2025 rates. The value of the DCL waiver for the residential floor area for both sites is estimated to be $9,219,681.

Community Amenity Contributions (CAC): This application is subject to a negotiated CAC. Real Estate Services staff have determined that based on the cost of securing the market and below-market rental housing on both sites, the below-market rental commercial space on the Hastings site, and the retention and restoration of the heritage façades on the Cordova site, no CAC is anticipated.

Public Art: The public art contribution from both sites is estimated to be $1,105,901 based on the current (2016) rate.

Other benefits:

15-27 West Hastings Street

- 519 rental units, of which 20% of the residential floor area would be rented at below-market rates, secured for the greater of 60 years and the life of the building.

8-36 West Cordova Street

- 219 rental units, of which 20% of the residential floor area would be rented at below-market rates, secured for the greater of 60 years and the life of the building;
- A street-level commercial space of at least 232 sq. m (2,500 sq. ft.) secured at below-market rates for at least 10 years; and
- The restoration of three heritage façades estimated by the applicant to cost approximately $11.4 million.

FINANCIAL IMPLICATIONS

The two projects are expected to provide 738 rental units, with a minimum of 20% of the residential floor area secured at below-market rates, a below-market commercial space, heritage façade retention and restoration, DCLs as well as a public art contribution.
See Appendix F for additional details.

CONCLUSION

Staff have reviewed the rezoning applications for 15-27 West Hastings Street and 8-36 West Cordova Street. The applicant has proposed over 700 secured rental units, of which 20% of the residential floor area will be rented at deeply affordable below-market rents across both sites. On the Hastings site, the developer has also proposed that approximately 108 of the below-market rental units will be operated by a non-profit operator for the greater of 60 years and the life of the building, and 2,500 sq. ft. of below-market rental commercial space will be provided for a minimum of 10 years. The Cordova site also provides a 179-unit hotel, and the retention and restoration of the heritage façade.

In the review of the application, staff have identified a number of impacts to several key urban design and performance criteria, including massing bulk, contextual fit, redevelopment potential of neighbours, and livability. Some of these impacts can be mitigated through the conditions included in Appendix B1 and B2. However, staff note that other aspects of the proposal such as the possibility of setting expectations for further rezoning of properties within Gastown, and policy implications of introducing this amount of height and density in Gastown, coupled with the limited overall façade only retention approach, persist as risks and trade-offs of this proposal.

However, the shuttering of the Army & Navy Department store in 2020 has left vacant storefronts along both street frontages and buildings that are slowly deteriorating. The new project's commercial ground floor, as well as the proposed uses and public benefits will provide an opportunity to reactivate the public realm and generate new activity in the area. The impacts of the two tower proposals on the edge of Gastown are limited to their respective blocks.

Therefore, staff have determined that the impact of the two rezoning applications are balanced by the redevelopment opportunity and public benefits, and the General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 by-laws in Appendix A, subject to conditions contained in Appendices B1 and B2.

* * * * *

APPENDIX A
15-27 West Hastings Street
8-36 West Cordova Street
PROPOSED CD-1 BY-LAW PROVISIONS

Note: The by-laws attached to this by-law to rezone two areas to CD-1s will be prepared generally in accordance with the provisions listed in those by-laws, subject to change and refinement prior to posting.

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law enacts the two by-laws attached to this by-law as Schedule A and Schedule B.

2. A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.

3. This by-law is to come into force and take effect upon enactment.

SCHEDULE A
15-27 West Hastings Street

Note: A by-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This by-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan, attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [*Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.*]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 (___).

Definitions

3. Words in this by-law have the meaning given to them in the Zoning and Development By-law, except that:

   (a) for the purposes of calculating the total dwelling unit area for section 5.1 of this by-law, “Dwelling Unit Area” is the floor area of each dwelling unit, measured to the inside of all perimeter walls, excluding any floor area as required by section 6.4 of this by-law; and

   (b) “Below-Market Rental Units” means dwelling units that meet the requirements of approved Council policies and guidelines for below-market rental housing, as secured by a housing agreement and registered on title to the property.

Uses

4. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Dwelling Uses, limited to Mixed-Use Residential Building;

   (b) Office Uses;

   (c) Institutional Uses;

   (d) Retail Uses;

   (e) Service Uses;

   (f) Utility and Communication Uses; and

   (g) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

5.1 A minimum of 20% of the total dwelling unit area must be below-market rental units.

5.2 The design and layout of at least 25% of the total number of below-market rental units and at least 25% of the total number of other dwelling units must:

   (a) be suitable for family housing; and

   (b) have 2 or more bedrooms.

   except that the Director of Planning may decrease the requirements of this section 5.2 for below-market rental units to no less than 15% of the total number of below-market rental units, having regard to the needs and priorities of the non-profit operator as demonstrated by the non-profit operator at the development permit application stage.

5.3 No portion of the first storey of a building, to a depth of 10.7 m from the front wall of the building and extending across its full width, may be used for residential purposes except for entrances to the residential portion.

5.4 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

   (a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

   (b) farmers' market;

   (c) neighbourhood public house;

   (d) public bike share; and

   (e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

Floor Area and Density

6.1 The maximum floor area for all uses combined is 30,847 m^2.

6.2 The total floor area for commercial uses must be a minimum of 375 m^2.

6.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

6.4 Computation of floor area and dwelling unit area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length,

(ii) bicycle storage, and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

(e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m^2 per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and

(f) all storage area below base surface for non-dwelling uses.

6.5 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

6.6 Where floor area associated with residential storage area is excluded, a minimum of 20% of excluded floor area above base surface must be located within the below-market rental units as storage area.

Building Height

7.1 Building height must not exceed 114.5 m.

7.2 Despite section 7.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

Access to Natural Light

8.1 Each habitable room must have at least 1 window on an exterior wall of a building unless such room is a furnished residential unit in a hotel.

8.2 For the purposes of section 8.1 above, habitable room means any room except a bathroom or a kitchen.

SCHEDULE B
8-36 West Cordova Street

Note: A by-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This by-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan, attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [*Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.*]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 (___).

Definitions

3. Words in this by-law have the meaning given to them in the Zoning and Development By-law, except that:

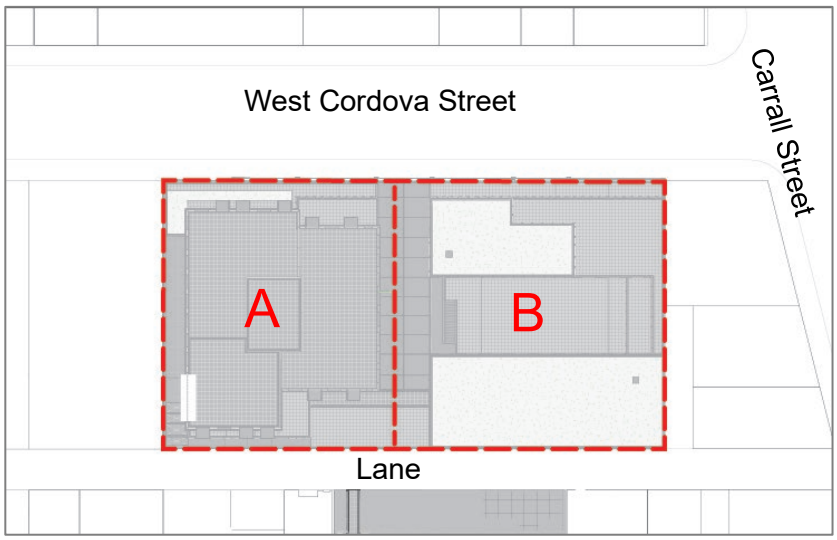
   (a) for the purposes of calculating the total dwelling unit area for section 6.1 of this by-law, “Dwelling Unit Area” is the floor area of each dwelling unit, measured to the inside of all perimeter walls, excluding any floor area as required by section 7.4 of this by-law; and

   (b) “Below-Market Rental Units” means dwelling units that meet the requirements of approved Council policies and guidelines for below-market rental housing, as secured by a housing agreement and registered on title to the property.

Sub-areas

4. This site is to consist of 2 sub-areas generally as illustrated in Figure 1, solely for the purpose of establishing maximum permitted building height for each sub-area.

Figure 1: Sub-areas



Uses

5. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Dwelling Uses, limited to Mixed-Use Residential Building;

   (b) Office Uses;

   (c) Institutional Uses;

   (d) Retail Uses;

   (e) Service Uses;

   (f) Utility and Communication Uses; and

   (g) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

6.1 A minimum of 20% of the total dwelling unit area must be below-market rental units.

6.2 The design and layout of at least 25% of the total number of below-market rental units and at least 25% of the total number of other dwelling units must:

   (a) be suitable for family housing; and

   (b) have 2 or more bedrooms.

6.3 No portion of the first storey of a building, to a depth of 10.7 m from the front wall of the building and extending across its full width, may be used for residential purposes except for entrances to the residential portion.

6.4 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

(a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

(b) farmers' market;

(c) neighbourhood public house;

(d) public bike share; and

(e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

Floor Area and Density

7.1 The maximum floor area for all uses combined is 21,043 m^2.

7.2 The total floor area for commercial uses must be a minimum of 8,610 m^2.

7.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

7.4 Computation of floor area and dwelling unit area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length,

(ii) bicycle storage, and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

(e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m^2 per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and

(f) all storage area below base surface for non-dwelling uses.

7.5 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

7.6 Where floor area associated with residential storage area is excluded, a minimum of 20% of excluded floor area above base surface must be located within the below-market rental units as storage area.

Building Height

8.1 Building heights in each sub-area must not exceed the permitted height for that sub-area, as set out in Table 1.

8.2 Despite section 8.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of planning considers similar to the foregoing, to exceed the maximum building height.

Table 1: Permitted Building Height

Sub-area	Building height
A	66.3 m
B	22.0 m

Access to Natural Light

9.1 Each habitable room must have at least 1 window on an exterior wall of a building unless such room is a furnished residential unit in a hotel.

9.2 For the purposes of section 8.1 above, habitable room means any room except a bathroom or a kitchen.

* * * * *

APPENDIX B1
15-27 West Hastings Street
CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Michael Green Architecture Inc., received on March 5, 2025.

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

Urban Design

1.1 Design development to reduce the overall building height to comply with the Council-approved Public Views Guidelines.

Note to Applicant: As per the Public Views Guidelines section 3.2, the proposed development encroaches into Queen Elizabeth View Cone 3.2.3. No portion of the building, including appurtenances and mechanical equipment, should project into the boundaries of this protected view cone.

1.2 Design development to improve the liveability of dwelling units, particularly on the podium levels as follows:

(a) Ensure all habitable rooms including those in units oriented only toward lightwells have adequate access to the daylight and natural ventilations; and

Note to Applicant: Further design refinement to improve the unit layouts and size and functionality of the lightwells to meet acceptable liveability standards. Refer to Section 2.6 Light and Ventilation of the Victory Square Guidelines for additional guidance.

(b) Provide the private outdoor space, such as balconies or increased common outdoor area for all dwelling units.

Note to Applicant: Where the provision of private outdoor space for every unit is not possible, alternatives must provide a minimum total floor area equal to the aggregate area required for the impacted units (5.0 sq. m [52 sq. ft.] per unit), as outlined in the *High-Density Housing for Families with Children Guidelines*. Consideration may be given for the private balcony requirement for the studio and one-bedroom below-market rental units operated by the non-profit operator if:

(i) A formal request and rationale (e.g. operational constraints) is provided by the non-profit operator as part of the development permit application;

(ii) The common outdoor amenity space of 2.0 sq. m. (20 sq. ft.) per unit is provided for units in the below-market rental portion; and

(iii) Units without full balconies are provided with private Juliet balconies.

Note to Applicant: Also refer to Housing Condition 1.31(d).

1.3 Design development to enhance common amenity spaces to support the needs of a large number of residents as follows:

(a) Provide a larger, more functional indoor amenity space;

Note to Applicant: The proposed common indoor amenities should sufficiently contribute to resident standard of living, a ratio of minimum 1.5 sq. m/dwelling unit is strongly recommended. For the amenity space designated for the non-profit operated below-market rental units, this target needs to be met separately.

(b) Improve the common outdoor amenity space providing a larger, more functional children's play area with sufficient solar access to the space; and

(c) Provide a direct point of access between indoor common amenity space and outdoor amenity space particularly for the children's play area.

Note to Applicant: A high level of visible and physical access is required from indoor common amenity space to ensure the safe use of the children's play area.

Note to Applicant: Also refer to Housing and Landscape Conditions.

1.4 Design development to improve the public realm interface, contributing to a more active, welcoming, and engaging pedestrian experience in the downtown context, as follows:

(a) Refining the public realm interface particularly the new entry way along West Hastings Street to enhance further activities and create more interactive public realm;

Note to Applicant: Consider providing more diverse and active uses at grade along the street frontage adjacent to the proposed residential entry to foster vibrancy and support pedestrian activity.

(b) Improve the visual appearance and quality of the skybridge to contribute positively to the overall development design and enhance views from the public realm; and

(c) Further refinements the expression of the laneway treatment to create visual prominence and activity, including the development of a comprehensive lighting strategy.

Note to Applicant: A combination of high-quality detailing, material treatment and additional landscape features should be explored. Consideration should be given to adding a visually appealing light fixtures to contribute to pedestrian safety should be demonstrated at the time of the development permit application.

1.5 Design development to refine the architectural expression and massing of the proposal as follows:

(a) Provision of further setbacks between the proposed tower from the podium levels;

Note to Applicant: Deeper setbacks above podium are encouraged to clearly define the massing and reinforce the sawtooth articulations of the podium massing and expression.

(b) Further refine the proposed tower articulation to incorporate Indigenous design elements, reflecting the rationale provided in the proposal; and

(c) Explore further adjustments to the side yard tower setbacks to ensure respect for adjacent tower opportunities and maintain appropriate tower separation.

Note to Applicant: The proposed side yard tower setbacks relate to the width of the lightwells on the podium levels, as per Urban Design condition 1.2 (a), further design exploration is needed to address both livability and the future evolution of the neighbourhood within its urban context.

Crime Prevention Through Environmental Design (CPTED)

1.6 Design development to respond to CPTED principles, as follows:

(a) Support real and perceived safety in the pedestrian realm, especially at night, by limiting inactive alcoves and corners, and providing architecturally integrated lighting;

Note to Applicant: Alcoves and similar visually-obscured areas should be designed with limited or no overhead cover, and should be well lit.

(b) Coordinate glazing and interior space layouts, and design outdoor spaces to maximize natural visual surveillance, and limit opportunities for unobserved access or activities;

(c) Plan interior spaces to mitigate the risk of mail theft; and

(d) Reduce opportunities for intentional damage.

Landscape

1.7 Design development to improve the public-private realm interface with special attention to the streetscape, lane interface and entrance areas. This may be achieved by, but not limited to the following:

(a) Incorporate a lighting strategy and integrate greenery where feasible to improve safety, visibility and the overall experience of the carriageway; and

(b) Activate the lane interface by adding greenery (e.g. climbing vines where feasible), landscape elements and high-quality finishes to create visual interest and a welcoming, pedestrian-friendly atmosphere along the lane edges.

1.8 Provision of detailed programmed landscape design for roof spaces, outdoor amenity areas, including children play areas and exploration of green roof elements where feasible.

Standard conditions required at time of development permit:

1.9 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant List should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

1.10 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms. Soil volumes for tree planning, growing mediums and planting depths must exceed CSLA standards.

Engineering

1.11 Provision of a Construction Management Plan directly to TransLink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and TransLink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

1.12 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to building permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to occupancy

permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

1.13 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation & construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

1.14 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

1.15 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.16 Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation if vehicle access to the site cannot be relocated.

Note to Applicant: Vehicle access to the site must be unobstructed. Pole relocation proposals must include submitted letters from the appropriate public utility companies confirming that relocation is possible.

1.17 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf

1.18 This development will be required to provide on-site rainwater management in accordance with Building By-law requirements (Book II, Division B, Article 2.4.2.5) in effect in January 2024.

Note to Applicant: The applicant will be required to demonstrate compliance with these requirements at the building permit application stage. See vancouver.ca/rainwater for more information.

1.19 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) Display of the following note(s):

(i) "This plan is "**NOT FOR CONSTRUCTION"** and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details.”

(ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

(b) Existing locations of:

(i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

“All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator.”

(ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) All proposed streetscape materials on City property to be City standard materials.

Note to Applicant: deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards.

1.20 Provision of loading spaces, per the Parking By-law Section 5 and the Design Supplement, including:

(a) Convenient, internal, stair-free loading access to/from all site uses.

1.21 Provision of bicycle spaces, per Parking By-law Section 6, including:

(a) An elevator for all spaces located below the first level of underground parking, accommodating two people with two bicycles. A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly.

Note to Applicant: Elevator to be designed to accommodate the loading and unloading of at least two bicycles, offering direct, convenient access to the outside.

1.22 Provision of passenger space(s), per Parking By-law Section 7 and the Design Supplement, including:

(a) Convenient, internal, stair-free access to/from site uses.

1.23 Provision of the following general revisions to architectural plans, including:

(a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;

(b) Dimension of columns and column encroachments into parking spaces;

(c) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and

(d) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.24 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

(a) Abandonment or removal of the existing combined, storm and sanitary connections to the site;

(b) Abandonment or removal of all existing storm, sanitary, and combined sewer mains that are no longer in use due to the development of the site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit.

Abandonment of the existing services must be specified on the engineering drawings and completed prior to occupancy of the proposed development.

1.25 Provision of the Developer's Engineer to submit sewer design brief, calculations and/or model, and design drawings to the City Engineer prior to building permit issuance.

Note to Applicant: All submittals, including Issued for Construction (IFC) drawings, are required to be reviewed and accepted by the City.

1.26 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

1.27 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g. BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the building permit application. Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.28 Show all City supplied building grades (BGs) and entranceway design elevations (DEs) on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373. https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

Housing

1.29 The proposed market rental unit mix, including 32 studio units (8 %), 311 one-bedroom units (76 %) and 68 two-bedroom units (17 %) is to be revised in the development permit drawings to achieve at least 25% family units.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 25% of the dwelling units designed to be suitable for families with children.

1.30 The proposed below-market rental unit mix, including 75 studio units (69 %), 22 one-bedroom units (20 %) and 11 two-bedroom units (10 %) is to be revised in the development permit drawings to achieve at least 25% family units.

Note to Applicant: The 25% family unit mix requirement may be relaxed under the discretion of the Director of Planning or Development Permit Board for below-market rental units operated by a non-profit operator, provided that:

(a) It does not go lower than 15% of the dwelling units designed to be suitable for families with children with a preference to maximize 1-bedroom units;

(b) A formal request and rationale are provided by the non-profit operator as part of the development permit application.

1.31 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

(a) An outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);

(b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);

(c) A multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and

(d) A balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

Note to Applicant: A relaxation of the balcony requirement may be considered for studio and one-bedroom below-market rental units operated by the non-profit operator if:

(i) A formal request and rationale (e.g. operational constraints) is provided by the non-profit operator as part of the development permit application,

(ii) The common outdoor amenity space of 20 sq. ft. per unit is provided for units in the below-market rental portion; and

(iii) Units without full balconies are provided with private Juliet balconies.

1.32 The below market units should be designed to the same standards of livability as the market rental units.

Note to Applicant: Clearly label the proposed below market units and market rental units on the architectural drawings.

Social Policy

1.33 Provision of 2,500 sq. ft. of below market rental commercial/retail space at 15-27 West Hastings Street for advancing or supporting community economic development in the Downtown Eastside. The City is requesting that this non-City owned space will be delivered in a fully fit and finished condition suitable for occupancy and use by a non-profit or social enterprise.

Sustainability

1.34 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended November 27, 2024) located here: https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements*.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for consolidation of Lots 1 and 2, Block 3, Old Granville Townsite, Plan 15573 to create a single parcel (the “development site”).

2.2 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to secure agreement for the stopping up, closure and registration of a volumetric lease over that below-grade portion of the lane as indicated on drawings for a new underground parking connection; and the relocation or decommissioning of any utilities within this area. Written confirmation and agreement from all affected utility companies is required. No development permit for the development site, or any portion thereof, or for any building or improvements thereon will be issued until this has been secured or completed.

Note to Applicant: An application to the City Surveyor is required to initiate the lane closure and volumetric lease.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.3 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an access agreement to the new underground parking connection, between the development site and the adjacent property, across the lane, at 8-36 West Cordova Street (Lot 1 Except Part in Reference Plan 132, Lot 2, Lot 3, West ½ Lot 4, and East ½ Lot 4; All of Block 3, Old Granville Townsite, Plan 168) (hereafter, "8-36 West Cordova Street"). No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until this has been secured or completed.

Note to Applicant: Sheets A1.02, A1.03 and A1.04 shows a proposed parking connection from 8-36 West Cordova Street to the proposed parkade of 15-27 West Hastings Street. If this is supported, then an agreement between the owners (with the City to be a signatory to the agreement to ensure that the easement cannot be discharged without the City's consent) may be required.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.4 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the proposed pedestrian overpass that encroaches over City property (lane) between the development site and 8-36 West Cordova Street.

Note to Applicant: An application to the City Surveyor is required to initiate an encroachment agreement. The applicant will also be responsible for the preparation of survey plans and all Land Title Office registration fees.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.5 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an access agreement to the proposed pedestrian overpass, between the development site and the adjacent property, across the lane, at 8-36 West Cordova Street. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until this has been secured or completed.

Note to Applicant: Sheets A1.22, C-A2.11, C-A2.12, C-A2.13 and H-A2.17 shows a proposed pedestrian overpass from 8-36 West Cordova Street to 15-27 West Hastings Street. If this is supported, then an agreement between the owners (with the City to be a signatory to the agreement to ensure that the easement cannot be discharged without the City's consent) may be required.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.6 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of the following:

(a) Easement and Indemnity Agreement BJ366118 (overhead lane encroachment), Equitable Charge BJ366119 and Statutory Right of Way BJ366120 after occupancy permit (after the existing overhead walkway has been satisfactorily removed).

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

Note to Applicant: 9960F (Party Wall Agreement) is on the title for the site. This charge is between the owner of Lot 1, Block 3 and the owner of Lot C and allows Lot 1 to erect a westerly wall so that the centreline of such wall will be the dividing line between Lot 1, Block 3 and Lot C and the footings and other portions may encroach onto Lot C.

2.7 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of a signed and sealed letter by a Professional Engineer to verify that the existing areaway structure supporting the sidewalk on W Hastings Street in front of the development site (15-27 West Hastings Street) has been fully decommissioned in accordance with the City of Vancouver Engineering Design Manual prior to Development Permit issuance.

Note to Applicant: If the areaway has not been decommissioned in accordance with the City of Vancouver Engineering Design Manual, the Property Owner will be required to decommission the areaway in accordance with the following steps:

(a) The Property Owner shall obtain the services of a Professional Engineer to design a cut-off wall to separate the areaway encroachment from the building.

(b) The cut-off wall shall be designed to support all backfill and surcharge loads from the City street.

(c) The Property Owner's Engineer shall provide drawings showing the design and method of construction for the cut-off wall. Copies of the drawings shall be sent to the City for review, approval, and record purposes prior to building permit issuance.

(d) The cut-off wall and footings shall be constructed on the Property Owner's side of the property line.

(e) The design of the cut-off wall shall include waterproofing and drainage to the satisfaction of the Property Owner.

(f) All utilities, equipment, boilers, elevators, chutes, backflow valves, construction materials, demolition debris, organic materials, hazardous materials, etc. shall be removed from the areaway prior to backfilling.

(g) The outer walls of the areaway shall be broken down to four (4) feet below grade.

(h) The areaway shall be backfilled in accordance with the City of Vancouver Engineering Design Manual prior to occupancy permit issuance.

(i) The areaway may be filled with compacted Sand, compacted Road Mulch, or Control Density Fill.

(j) A new sidewalk shall be constructed in accordance with the City of Vancouver Engineering Design Manual and to match the construction standard for sidewalks in the adjacent area.

(k) Make arrangements for release of Easement and Indemnity Agreement BJ366115, BJ366116 and BJ366117.

2.8 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of a signed and sealed letter by a Professional Engineer to verify that the existing pedestrian underpass structure supporting the lane between the development site (15-27 West Hastings Street) and 8-36 West Cordova Street has been fully decommissioned in accordance with the City of Vancouver Engineering Design Manual prior to development permit issuance.

Note to Applicant: If the pedestrian underpass has not been decommissioned in accordance with the City of Vancouver Engineering Design Manual, the Property Owner will be required to decommission the areaway in accordance with the following steps:

(a) The Property Owner shall obtain the services of a Professional Engineer to design a cut-off wall to separate the areaway encroachment from the building.

(b) The cut-off wall shall be designed to support all backfill and surcharge loads from the City street.

(c) The Property Owner's Engineer shall provide drawings showing the design and method of construction for the cut-off wall. Copies of the drawings shall be sent to the City for review, approval, and record purposes prior to building permit Issuance.

(d) The cut-off wall and footings shall be constructed on the Property Owner's side of the property line.

(e) The design of the cut-off wall shall include waterproofing and drainage to the satisfaction of the Property Owner.

(f) All utilities, equipment, boilers, elevators, chutes, backflow valves, construction materials, demolition debris, organic materials, hazardous materials, etc. shall be removed from the areaway prior to backfilling.

(g) The outer walls of the areaway shall be broken down to four (4) feet below grade.

(h) The areaway shall be backfilled in accordance with the City of Vancouver Engineering Design Manual prior to occupancy permit issuance.

(i) The areaway may be filled with compacted Sand, compacted Road Mulch, or Control Density Fill.

(j) A new sidewalk shall be constructed in accordance with the City of Vancouver Engineering Design Manual and to match the construction standard for sidewalks in the adjacent area.

(k) Make arrangements for release of Easement and Indemnity Agreement BK134115, BK134116 and SRW BK134117.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.9 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of a signed and sealed memo by a qualified Professional Engineer to confirm that the structural integrity of the existing areaway of neighbouring property at 29 West Hastings Street will not be compromised, including its ability to support the loading stipulated by the City of Vancouver Engineering Design Manual Clause 8.12.5. This must be submitted prior to building permit issuance.

2.10 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.11(a) the Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

(a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by R.F. Binnie dated December 18, 2024, no water main upgrades are required to service the development.

The main servicing the proposed development is 300 mm. Should the development require water service connections larger than servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading. The maximum water service connection size is 300 mm.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

As per the City of Vancouver Building By-law, the principal entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project and to maintain acceptable sewer flow conditions, implementation of developments at 15-27 West Hastings Street and 8-36 West Cordova Street require:

Local Servicing Upgrades:

(i) Upsize 169 m of existing 200 mm SAN in L/N West Hastings Street to 300 mm SAN from MH415414 fronting 66 West Cordova Street to MH398686 at the intersection of L/N West Hastings Street and Carrall Street.

Off-site Servicing Upgrades:

(ii) Upsize 15 m of existing 200 mm SAN in L/N West Hastings Street to 300 mm SAN from MH398686 at the intersection of L/N West Hastings Street and Carrall Street and MH398692 fronting 16 East Cordova Street.

(iii) Upsize 61 m of existing 200 mm SAN in L/N East Hastings Street to 300 mm SAN from MH398692 fronting 16 East Cordova Street to MH2019916 fronting 41 East Hastings Street.

(iv) Upsize 14 m of existing 200 mm SAN in L/N East Hastings Street to 300 mm SAN from MH2019916 fronting 41 East Hastings Street to MH398694 fronting 41 East Hastings Street.

(v) Upsize 70 m of existing 200 mm SAN in L/N East Hastings Street to 300 mm SAN from MH398694 fronting 41 East Hastings Street to MH398688 at the intersection of L/N East Hastings Street and Columbia Street.

Note to Applicant: The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

Development to be serviced to the existing 450 mm STM and proposed 300 mm SAN sewers in L/N of West Hastings Street.

These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change that has taken effect on January 1st, 2026. The onsite rainwater release rate requirement has been changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

Note to Applicant: These conditions are duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

(c) Provision of street improvements with appropriate transitions, along West Hastings adjacent to the site, including:

(i) Minimum 1.2 m (4.0 ft) wide front boulevard;

(ii) Minimum 3.0 m (10.0 ft) wide broom finish saw-cut concrete sidewalk;

(iii) Integral concrete curb and slab at the bus stop on West Hastings Street per City of Vancouver standards.

Note to Applicant: The City of Vancouver to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design.

(d) Provision of street improvements with appropriate transitions, along the lane north of W Hastings St adjacent to the site, including:

(i) Full depth pavement reconstruction.

Note to Applicant: Lane reconstruction to meet City “Higher-Zoned Lane” standards with a center valley cross section. Refer to the City design guidelines and construction standards.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

(e) Provision of speed humps in the lane north of West Hastings Street between Abbott Street and Carrall Street.

(f) Provision of upgraded street lighting (roadway and sidewalk) to current City standards and IESNA recommendations.

(g) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

A Development and Major Projects construction coordinator will contact the Applicant in the development permit stage and coordinate the submission of the detailed Electrical design. The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

(h) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8 ft. long and 18 in. deep, centre on

each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

(i) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.

2.11 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

(a) As per sewer condition 2.10(b)(i) to 2.10(b)(v), inclusive.

Note to Applicant: The benefiting area for these works is under review.

Note to Applicant: An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at: https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect

Housing

2.12 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant to secure all residential units as secured rental housing units, including at least 20% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as below-market rental units ("below-market rental units") for the longer of 60 years and the life of the building, and the Housing Agreement and Section 219 Covenant will include, but not be limited to the following terms:

(a) A no separate sale covenant for the sale of individual units, except that the building may be subdivided by way of an air space plan to create, among other things, an air space parcel or the remainder containing all of the below-market rental units and an air space parcel or the remainder containing all of the other residential rental units;

(b) A no stratification covenant;

(c) A provision that none of the rental housing units will be used for Seniors Supportive or Independent Living Housing;

(d) A provision that none of such units will be rented for less than 90 consecutive days at a time;

(e) A provision that not less than 20 percent of the total residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law, will be secured as below market units subject to the conditions set out below for such units:

(i) That the below market units will be operated by a non-profit corporation, as approved by the General Manager of Planning, Urban Design and Sustainability, or otherwise by or on behalf of the City, the Province of British Columbia, or Canada as a single legal entity;

(ii) Not less than 30% of the below-market rental units will, subject to condition 2.12(k)(ii), be rented at rates at or below an amount that is 50% below the CMHC average market rent for the City of Vancouver according to the 'CMHC Rental Market Survey' publication that are current at the time of occupancy permit issuance; and

(iii) The remainder of the below-market rental units will, subject to Conditions 2.12(k)(ii), be rented at rates at or below an amount that is 20% below the CMHC average market rent for the City of Vancouver according to the 'CMHC Rental Market Survey' publication that are current at the time of occupancy permit issuance; except that in the event that average market rent data for the City of Vancouver is unavailable in the 'CMHC Rental Market Survey' publication current at the time of unit initial occupancy or change of tenancy (as described in 2.12(f) below), below-market unit rents will be based on other appropriate data available in the Canada Mortgage and Housing Corporation's Rental Market Report or Information Portal, as approved by the Director of Planning, Urban Design and Sustainability;

(f) Following initial occupancy, on a change in tenancy for a below-market rental unit, the starting rent for such new tenancy will be reset to rent, as determined by the formula in Condition 2.12(e)(ii) or 2.12(e)(iii) that initially applied to such below-market rental unit, that is current at the time of the change in tenancy;

(g) The applicant will verify eligibility of tenants for the below-market rental units, based on the following:

(i) For new tenants:

a) annual household income cannot exceed four times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and

b) there must be at least one occupant per bedroom in the unit.

(h) The applicant will verify the ongoing eligibility of existing tenants in the units secured at below-market rates every five (5) years after the initial occupancy:

(i) For such tenants, annual household income cannot exceed five times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and

(ii) There must be at least one occupant per bedroom in the unit.

(i) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below-market rental units, and a summary of the results of eligibility testing for these units; and

(j) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require in their sole discretion.

(k) As the applicant has requested to seek a waiver of the Development Cost Levies ("DCL") pursuant to Section 3.1A of the Vancouver Development Cost Levy By-law No.9755 (the "DCL By-law"), the Housing Agreement and Section 219 Covenant, will also include the following terms and conditions:

(i) A rent roll will be provided for review and confirmation by the General Manager of Planning, Urban Design and Sustainability, indicating the agreed initial monthly rents for below-market rental housing at occupancy permit issuance;

(ii) The average starting monthly rents for each unit type will for initial occupancy not exceed the rents outlined by Section 3.1A (d) of the DCL By-Law.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into with the City by by-law enacted pursuant to Section 565.2 of the Vancouver Charter.

2.13 Provision of a draft Operations Management Plan (OMP) outlining how the non-profit operated below-market rental units will be managed and operated, including information of how common areas (such as lobby, shared halls, parking, elevators and amenity spaces) between the two residential components will be managed and maintained while securing access for all residents of the building to the urban agriculture rooftop amenity. Contact information for the overall management of the building including the non-profit operated below-market rental units to be provided to all tenants within the building, and neighbouring property owners, residents and businesses, to the satisfaction of the Director of Housing Policy and Regulation.

Note to Applicant: A final OMP will be required prior to the issuance of any occupancy permit. Arrangements to ensure such management, operation, maintenance and access to be included in such legal agreement(s) as the Director of Legal Services and the Director of Housing Policy and Regulation may require.

Social Policy

2.14 Enter into an agreement on terms and conditions satisfactory to the General Manager of Arts, Culture and Community Services and the Director of Legal Services, which may include registration of a Section 219 Covenant against title to the project lands, to secure the provision of a below-market, street-level, rental commercial space (the "Below-Market Space") to be comprised of a minimum of 2,500 sq. ft. that is to be used for the purposes of advancing or supporting community economic development in the Downtown Eastside, which agreement shall include, without limitation, the following additional terms and conditions:

(a) The Below-Market Space must be designed and constructed as a new shell space with base building elements (including a minimum of 200 amp electrical service, a connection to venting for HVAC purpose, and washroom rough-ins);

(b) Proposed permitted uses for this Below-Market Space include the sale of low-cost foods and goods or retail and commercial uses that support low-barrier employment or other similar uses;

(c) The Owner shall be required to grant a lease of the Below-Market Space on the following terms and conditions:

(i) The lease term must be for a minimum of 10 years from the start of the tenancy, which tenancy must commence within 12 months of receiving the first occupancy permit for the Development;

(ii) The tenant must be a social non-profit organization or social enterprise;

(iii) The pre-paid basic rent for the term of the lease shall be a nominal rent of $1.00 with the tenant made responsible for paying additional cost recovery rent charges (i.e. proportionate share of property taxes, common area maintenance, and utilities) while being exempt from disproportionate obligations in respect to shared costs of the Development; and

(iv) The Owner shall provide the tenant with a tenant improvement allowance of a maximum of $50 psf, to the satisfaction of the tenant, acting reasonably.

(d) The Owner shall be required to provide an annual summary to the City to advise the City how the Below-Market Space was used in the past year; and

(e) Such other terms and conditions as the General Manager of Arts, Culture and Community Services and the Director of Legal Services may in their sole discretion require.

Public Art

2.15 Execute an agreement satisfactory to the Director of Legal Services and the General Manager, Arts, Culture and Community Services (ACCS) for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the General Manager of ACCS.

Note to Applicant: Provide development details to the satisfaction of the General Manager, or their designate (a checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art.

Note to Applicant: Please contact Public Art staff at publicart@vancouver.ca to discuss your application.

Environmental Contamination

2.16 If applicable:

(a) Submit a site disclosure statement to Environmental Services (Environmental Protection);

(b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

(c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on this site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been issued to the City.

Agreements

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

APPENDIX B2
8-36 West Cordova Street
CONDITIONS OF APPROVAL

Note: If the application is referred to a Public Hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the Public Hearing of the proposed form of development is in reference to plans prepared by Michael Green Architecture Inc., received on March 5, 2025.

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

Urban Design

1.1 Design development of the proposed contemporary addition to improve its compatibility with and distinguishability from the retained heritage buildings by the way of the following:

(a) Reduce the massing and visual prominence of the upper bulk massing of building to reinforce the subordinate nature of the contemporary addition;

Note to Applicant: Further consideration to reduce the height and scale of the massing particular attention to architectural composition, materiality, setbacks, and modulation to reduce perceived scale to appropriately respond and respect the relationship to the heritage buildings and pedestrian scale on West Cordova Street.

(b) Provision of the further setbacks to the proposed contemporary wall from the masonry parapet walls of the principal façades along West Cordova Street; and

Note to Applicant: The deeper setbacks should be provided above the existing parapet line to ensure the modulation is visually pronounced from multiple viewpoints. Since the *Conservation Plan* is limited to façade-only retention, the contemporary addition must achieve high level of architectural compatibility that reinforces the historic “saw tooth” street wall profile along West Cordova Street.

(c) Further improvements to the proposed materiality and façade articulation to further reinforce the presence of the heritage buildings.

Note to Applicant: A high-quality, durable material palette in cohesively muted finishes should be provided. Design exploration to further reduce visual mass and respond to the heritage buildings.

1.2 Design development to improve the public realm interface, contributing to a more active, welcoming, and engaging pedestrian experience in the downtown context, as follows:

(a) Refining the public realm interface along West Cordova Street interface to create finer grain of activities to animate and create more interactive public realm;

Note to Applicant: Consider providing more diverse and active commercial uses and sizes with each individual occupancy consistent with the commercial rhythm withing those streets.

(b) Further improvements to the public realm with an emphasis on pedestrian interest and activation along West Cordova Street, including providing high quality street furniture, building and site lighting, and large planters or other enhanced landscaping; and

Note to Applicant: Public realm improvements, building elements, and interior programming should work in concert to enhance and amplify the vibrant urban character of this important area.

(c) Improve the visual appearance and quality of the skybridge to contribute positively to the overall development design and enhance views from the public realm; and

(d) Further refining the expression of the laneway treatment to create visual prominence and activity, including the development of a comprehensive lighting strategy.

Note to Applicant: A combination of high-quality detailing, material treatment and additional landscape features should be explored. Consideration should be given to adding a visually appealing light fixtures to contribute to pedestrian safety should be demonstrated at the time of the development permit application.

1.3 Design development to improve the livability of dwelling units.

(a) Provided private outdoor space such as balcony or increased common outdoor area for all dwelling units;

Note to Applicant: Where the provision of private outdoor space for every unit is not possible, alternatives must provide a minimum total floor area equal to the aggregate area required for the impacted units (5.0 sq. m [52 sq. ft.] per unit), as outlined in the *High-Density Housing for Families with Children Guidelines*.

(b) Dwelling units shall provide a minimum interior width of 3.66 m (12 ft.) to ensure functional and livable unit layout; and

(c) Dwelling units shall be no smaller than 37 sq. m (398 sq. ft.) as per Zoning and Development By-law section 11.3.1 Dwelling Unit.

Note to Applicant: The Director of Planning may reduce dwelling unit size to a minimum of 29.7 sq. m (320 sq. ft.) if the design and location of the unit provides satisfactory living accommodation with regard to the type of occupancy proposed. See Zoning and Development By-law section 11.3.1.2 (b).

1.4 Design development to the common amenity spaces to support the large number of residents as follows.

(a) Provide a larger, more functional outdoor amenity space;

Note to Applicant: The proposed common outdoor amenities should sufficiently contribute to resident standard of living, a ratio of minimum 2.0 sq. m/dwelling unit is recommended.

(b) Improve the outdoor common amenity space providing a larger and more functional children's play area with sufficient solar access to the space; and

(c) Provide a direct point of access between indoor common amenity space and outdoor amenity space particularly for the children's play area.

Note to Applicant: A high level of visible and physical access is required from indoor common amenity space to ensure the safe use of the children's play area.

Note to Applicant: Also refer to Housing and Landscape Conditions.

Crime Prevention Through Environmental Design (CPTED)

1.5 Design development to respond to CPTED principles, as follows:

(a) Support real and perceived safety in the pedestrian realm, especially at night, by limiting inactive alcoves and corners, and providing architecturally integrated lighting;

Note to Applicant: Alcoves and similar visually-obscured areas should be designed with limited or no overhead cover, and should be well lit.

(b) Coordinate glazing and interior space layouts, and design outdoor spaces to maximize natural visual surveillance, and limit opportunities for unobserved access or activities;

(c) Plan interior spaces to mitigate the risk of mail theft; and

(d) Reduce opportunities for intentional damage.

Landscape

1.6 Design development to improve the public-private realm interface with special attention to the streetscape, lane interface and entrance areas. This may be achieved by, but not limited to the following:

(a) Incorporate a lighting strategy and integrate greenery where feasible to improve safety, visibility and the overall experience of the carriageway; and

(b) Activate the lane interface by adding greenery (e.g. climbing vines where feasible), landscape elements and high-quality finishes to create visual interest and a welcoming, pedestrian-friendly atmosphere along the lane edges.

1.7 Provision of detailed programmed landscape design for roof spaces, outdoor amenity areas, including children play areas and exploration of green roof elements where feasible.

Standard conditions required at time of development permit:

1.8 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.

Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The Plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

1.9 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.

Note to Applicant: The sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms. Soil volumes for tree planning, growing mediums and planting depths must exceed CSLA standards.

Economic Development

1.10 Provide all CRUs with direct access to loading or waste disposal without going through their main entrance.

Engineering

1.11 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to building permit issuance.

Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the Building Permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to Occupancy Permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

1.12 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for

any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

1.13 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

1.14 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.15 Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation if vehicle access to the site cannot be relocated.

Note to Applicant: Vehicle access to the site must be unobstructed. Pole relocation proposals must include submitted letters from the appropriate public utility companies confirming that relocation is possible.

1.16 Provision of confirmation and design development that the proposed carriageway will meet the following requirements, to the satisfaction of the General Manager of Engineering Services:

(a) The existing dimensions of the vehicular entrance to the carriageway, including driveway width, must be retained. No increase in height or width of the vehicular entrance will be permitted.

(b) The carriageway is to be used exclusively for hotel pick-up and drop-off operations. Use by residential vehicles or as a through-connection to residential parking accesses or downramps is not permitted.

(c) The development permit (DP) application is to include detailed information regarding the types and frequency of vehicles expected to use the carriageway.

(d) The carriageway shall be designed and controlled (through layout, physical barriers, or access control measures) to prevent it from functioning as a shortcut or through-route between residential and hotel vehicle areas.

(e) The development must be futureproofed to ensure it can operate independently in the event the City elects to close the driveway to the carriageway in the future.

Note to Applicant: Design development is to ensure that the carriageway remains limited in scale and function, consistent with the existing dimensions and intended hotel operational use. All details are to be reviewed and accepted by Engineering Services prior to development permit (DP) issuance.

1.17 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf

1.18 Provision of a cash security deposit of $30,000 to be retained prior to demolition for relocation of the existing bus stop passenger amenities adjacent the site (stop# X60592, Westbound West Cordova Street at 0 Block), including (shelter, seating, litter can, advertising panels, foundations, drainage, electrical connection, etc.) and reinstallation at a new location determined by Engineering Services.

Note to applicant: All relocation of street furniture shall be by the City's street furniture contractor, and coordinated with the City of Vancouver Street Furniture Coordinator. Bus shelters shall be place in such a way as to maintain accessibility for bus boarding and alighting. Refer to the City's Engineering Design Manual (Section 9.2.2) for additional information.

1.19 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) Display of the following note(s):

(i) "This plan is "**NOT FOR CONSTRUCTION"** and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details."

(ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

(b) Existing locations of:

(i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

(ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) Deletion of:

(i) Delete proposed encroachments (cornices) shown over City property.

Note to Applicant: Sheets A1.12, A1.13, A1.14, C-A3.03, C-A4.01, and C-A4.02 shows new encroachments that is beyond what is existing.

(d) All proposed streetscape materials on City property to be City standard materials.

Note to Applicant: deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property. Streetscape designed in compliance with Gastown Streetscape Design Guidelines.https://guidelines.vancouver.ca/guidelines-ha-2-gastown.pdf

Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards.

1.20 Provision of the following general revisions to architectural plans, including:

(a) all types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;

(b) Identification of columns in the parking layouts;

(c) dimensions of columns and column encroachments into parking spaces;

(d) section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and

(e) design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.21 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

(a) Abandonment or removal of the existing combined, storm and sanitary connections to the site; and

(b) Abandonment or removal of all existing storm, sanitary, and combined sewer mains that are no longer in use due to the development of the site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit. Abandonment of the existing services must be specified on the engineering drawings and completed prior to occupancy of the proposed development.

The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit.

1.22 Provision of the Developer's Engineer to submit sewer design brief, calculations and/or model, and design drawings to the City Engineer prior to building permit issuance.

Note to Applicant: All submittals, including Issued for Construction (IFC) drawings, are required to be reviewed and accepted by the City.

1.23 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

1.24 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the building permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.25 Show all City supplied building grades (BGs) and entranceway design elevations (DEs) on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

1.26 Submission to Engineering of an updated architectural plan showing City issued Building Grades for the site.

Note to Applicant: When providing additional property line elevations for proposed entrances, plazas, parking stalls, etc., interpolate a continuous grade between the elevations provided on the CoV supplied Building Grade Plan.

Ensure that any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued Building Grade Plan.

Building Grade design is in the preliminary state. Finalized building grades are required prior to DP application.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

1.27 Provision of a canopy application may be required should the encroaching structure(s) meet the specifications set out in Section 1.8.8 of the Vancouver Building By-Law.

Note to Applicant: Canopies must be fully demountable and drained to the buildings internal drainage systems. Please submit a copy of the site and elevation drawings of the proposed canopy for review at development permit application stage.

Heritage

1.28 Provision of revised colour-coded retention drawings from a registered Architect or Engineer, clearly identifying the proposed extent and method of retention by following section 4 of the *Retention and Renovation of a Character House – Scope and Documentation* *Bulletin* (October 2023).

Note to Applicant: The three heritage properties along Cordova Street are protected under municipal designation, and retention of their exterior and structure are required. Retention documentation should clarify extent of verifiable retention of the heritage facades. If any significant structural changes are proposed, then a full set of revised drawings, including plans and sections, will be required. A copy of the approved retention drawings and the sequence of construction letter will form part of all subsequent permit application drawings.

1.29 Design development to reinstate historically appropriate storefront assemblies for each of the heritage facades based on existing archival documentation, or to match historic character of similar vintage. Refer to *Gastown HA-2 Design Guidelines*.

1.30 Provision of digital copies of the approved Statements of Significance and Conservation Plans for the Dunn and Miller Block, 8 West Cordova Street; the Callister Block, 30-34 West Cordova Street; and, the McIntosh Block, 36 West Cordova Street, all of which are prepared by Donald Luxton and Associates.

Note to Applicant: Final versions of the documents are to incorporate feedback from heritage staff, in particular the retention of exterior and structure of all three heritage properties, with revisions made to the satisfaction of Director of Planning. The scope of work contained within the Conservation Plan is to be cross-referenced consistently within future development permit documentation.

Housing

1.31 The proposed market rental unit mix, including 72 studio units (42 %), 75 one-bedroom units (44 %) and 25 two-bedroom units (15 %) is to be revised in the Development Permit drawings to achieve at least 25% family units.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 25% of the dwelling units designed to be suitable for families with children.

1.32 The proposed below-market rental unit mix, including 21 studio units (45 %), 18 one--bedroom units (38 %) and 8 two-bedroom units (17 %) is to be revised in the Development Permit drawings to achieve at least 25% family units.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 25% of the dwelling units designed to be suitable for families with children.

1.33 The development should be designed in accordance with the *High-Density Housing for Families with Children Guidelines*, including the provision of:

(a) An outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);

(b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S.4.4.2);

(c) A multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and

(d) A balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

1.34 The below market units should be designed to the same standards of livability as the market rental units.

Note to Applicant: Clearly label the proposed below market units and market rental units on the architectural drawings.

Sustainability

1.35 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezonings (amended November 27, 2024) located here: https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements*.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for consolidation of Lot 1 Except Part in Reference Plan 132, Lot 2, Lot 3, West ½ Lot 4, and East ½ Lot 4; All of Block 3 Old Granville Townsite Plan 168 to create a single parcel (the “development site”).

2.2 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to secure agreement for the stopping up, closure and registration of a volumetric lease over that below-grade portion of the lane as indicated on drawings for a new underground parking connection; and the relocation or decommissioning of any utilities within this area. Written confirmation and agreement from all affected utility companies is required. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until this has been secured or completed.

Note to Applicant: An application to the City Surveyor is required to initiate the lane closure and volumetric lease.

Note to Applicant: This conditions is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.3 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an access agreement to the new underground parking connection, between the development site and the adjacent property, across the lane, at 15-27 West Hastings Street (Lots 1 and 2, Block 3, Old Granville Townsite, Plan 15573) (hereinafter “15-27 West Hastings Street”). No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until this has been secured or completed.

Note to Applicant: Sheets A1.02, A1.03 and A1.04 shows a proposed parking connection from 8-36 West Cordova Street to the proposed parkade of 15-27 West Hastings Street. If this is supported, then an agreement between the owners (with the City to be a signatory to the agreement to ensure that the easement cannot be discharged without the City's consent) may be required.

Note to Applicant: This conditions is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.4 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the proposed pedestrian overpass that encroaches over City property (lane) between the development site and 15-27 West Hastings Street.

Note to Applicant: An application to the City Surveyor is required to initiate an encroachment agreement. The applicant will also be responsible for the preparation of survey plans and all Land Title Office registration fees.

Note to Applicant: This conditions is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.5 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for an access agreement to the proposed pedestrian overpass, between the development site and the adjacent property, across the lane, at 15-27 West Hastings Street. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until this has been secured or completed.

Note to Applicant: Sheets A1.22, C-A2.11, C-A2.12, C-A2.13 and H-A2.17 shows a proposed pedestrian overpass from 8-36 West Cordova Street to 15-27 West Hastings Street. If this is supported, then an agreement between the owners (with the City to be a signatory to the agreement to ensure that the easement cannot be discharged without the City's consent) may be required.

Note to Applicant: This conditions is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.6 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for all existing building elements that encroach onto City property.

Note to Applicant: Sheets A0.38, A1.10, A1.11 appear to indicate that there are existing encroachments onto West Cordova Street from the heritage façade. An application to the City Surveyor is required.

2.7 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of the following:

(a) Easement and Indemnity Agreement C23876 (canopy encroachment) upon removal of the encroachment of the existing canopy; and

(b) Easement and Indemnity Agreement BJ366118 (overhead lane encroachment) Equitable Charge BJ366119 and Statutory Right of Way BJ366120 after

occupancy permit (after the existing overhead walkway has been satisfactorily removed).

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition for zoning enactment.

2.8 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of a signed and sealed letter by a Professional Engineer to verify that the existing pedestrian underpass structure supporting the lane between the development site and 15-27 West Hastings has been fully decommissioned in accordance with the City of Vancouver Engineering Design Manual prior to development permit issuance.

Note to Applicant: If the pedestrian underpass has not been decommissioned in accordance with the City of Vancouver Engineering Design Manual, the Property Owner will be required to decommission the areaway in accordance with the following steps:

(a) The Property Owner shall obtain the services of a Professional Engineer to design a cut-off wall to separate the areaway encroachment from the building.

(b) The cut-off wall shall be designed to support all backfill and surcharge loads from the City street.

(c) The Property Owner's Engineer shall provide drawings showing the design and method of construction for the cut-off wall. Copies of the drawings shall be sent to the City for review, approval, and record purposes prior to building permit issuance.

(d) The cut-off wall and footings shall be constructed on the Property Owner's side of the property line.

(e) The design of the cut-off wall shall include waterproofing and drainage to the satisfaction of the Property Owner.

(f) All utilities, equipment, boilers, elevators, chutes, backflow valves, construction materials, demolition debris, organic materials, hazardous materials, etc. shall be removed from the areaway prior to backfilling.

(g) The outer walls of the areaway shall be broken down to four (4) feet below grade.

(h) The areaway shall be backfilled in accordance with the City of Vancouver Engineering Design Manual prior to occupancy permit issuance.

(i) The areaway may be filled with compacted Sand, compacted Road Mulch, or Control Density Fill.

(j) A new sidewalk shall be constructed in accordance with the City of Vancouver Engineering Design Manual and to match the construction standard for sidewalks in the adjacent area.

(k) Make arrangements for release of Easement and Indemnity Agreement BK134115, BK134116 and SRW BK134117.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

2.9 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. Except as explicitly provided for in Condition 2.10(i), the Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

(a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by R.F. Binnie & Associates Ltd. dated December 18, 2024, no water main upgrades are required to service the development.

Note to Applicant: The main servicing the proposed development is 200 mm on W Cordova St. Should the development require water service connections larger than the servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrade. The maximum water service connection size is 300 mm.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

As per the City of Vancouver Building By-law, the principal entrance must be within 90m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project and to maintain acceptable sewer flow conditions, implementation of developments at 15-27 West Hastings and 8-36 West Cordova require:

Local Servicing Upgrades:

(i) Upsize 169 m of existing 200 mm SAN in L/N West Hastings Street to 300 mm SAN from MH415414 fronting 66 West Cordova Street to MH398686 at the intersection of L/N West Hastings Street and Carrall Street.

Off-site Servicing Upgrades:

(ii) Upsize 15 m of existing 200 mm SAN in L/N West Hastings Street to 300 mm SAN from MH398686 at the intersection of L/N West Hastings Street and Carrall Street and MH398692 fronting 16 East Cordova Street.

(iii) Upsize 61 m of existing 200 mm SAN in L/N East Hastings Street to 300 mm SAN from MH398692 fronting 16 East Cordova Street to MH2019916 fronting 41 East Hastings Street.

(iv) Upsize 14 m of existing 200 mm SAN in L/N East Hastings Street to 300 mm SAN from MH2019916 fronting 41 East Hastings Street to MH398694 fronting 41 East Hastings Street.

(v) Upsize 70 m of existing 200 mm SAN in L/N East Hastings Street to 300 mm SAN from MH398694 fronting 41 East Hastings Street to MH398688 at the intersection of L/N East Hastings Street and Columbia Street.

Note to Applicant: The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

Development to be serviced to the existing 450 mm STM and proposed 300 mm SAN sewers in L/N of West Hastings Street.

These works constitute excess and/or extended services and will be subject to a latecomer agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change that has taken effect on January 1st, 2026. The onsite rainwater release rate requirement has been changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

Note to Applicant: This condition is duplicated between 15-27 West Hastings Street and 8-36 West Cordova Street applications.

(c) Provision of street improvements, and appropriate transitions, along West Cordova Street adjacent to the site, including:

(i) Minimum 1.2 m wide front boulevards;

(ii) Minimum 1.8 m wide broom finish saw-cut concrete sidewalk;

(iii) Curb and gutter, including road reconstruction as required to accommodate the new curb and gutter;

(iv) Full-depth road reconstruction to the centerline of the road;

Note to Applicant: Road reconstruction on West Cordova Street to meet City of Vancouver higher zoned, arterial, bus lane standards. Integral concrete curb and slab at the bus stop on West Cordova Street per City of Vancouver standards;

(v) Removal of existing driveway(s) and replacement with full-height curb, boulevard, and sidewalk.

Note to Applicant: The City of Vancouver to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design.

(d) Provision of Street improvements along the lane south of Cordova Street, adjacent to the site and appropriate transitions, including the following:

(i) Full depth pavement reconstruction.

Note to Applicant: Lane reconstruction to meet CoV “Higher-Zoned Lane” standards with a center valley cross section

The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards. Confirm if your site is within a Streetscape Design Guideline area and follow the applicable guidelines.

(e) Provision of upgraded street lighting (roadway and sidewalk) to current City standards and IESNA recommendations.

(f) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

A Development and Major Projects construction coordinator will contact the Applicant in the Development Permit stage and coordinate the submission of the detailed Electrical design. The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

(g) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the

City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

(h) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.

2.10 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

(i) As per sewer condition 2.9(b)(i) to 2.9(b)(v), inclusive.

Note to Applicant: The benefiting area for these works is under review.

An administrative recovery charge will be required from the applicant to settle the latecomer agreement. The amount, which will be commensurate with the costs incurred by the City to administer the latecomer scheme, will be provided by the City and specified in the latecomer agreement.

For general Latecomer Policy information refer to the website at: https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect

Heritage

2.11 The owner enters into a Section 219 Restoration Covenant, which is to be completed and registered on title, obligating the owner, and future owners over time, to protect and maintain the conserved heritage properties (the Dunn and Miller Block, 8 West Cordova Street; the Callister Block, 30-34 West Cordova Street; and, the McIntosh Block, 36 West Cordova Street), and related matters, to the satisfaction of the Director of Planning and the Director of Legal Services.

Housing

2.12 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant to secure all residential units as secured rental housing units, including at least 20% of the residential floor area that is counted in the calculation of the dwelling unit area per the CD-1 By-law secured as below-market rental units ("below-market rental units") for the longer of 60 years and the life of the building, and the Housing Agreement and Section 219 Covenant will include, but not be limited to the following terms:

(a) A no separate sale covenant;

(b) A no stratification covenant;

(c) A provision that none of the rental housing units will be used for Seniors Supportive or Independent Living Housing;

(d) A provision that none of such units will be rented for less than 90 consecutive days at a time;

(e) The initial starting monthly rents for the below-market rental units will be comprised of the following:

(i) 30% of the below-market rental units will, subject to condition 2.12(k)(ii), be rented at rates at or below an amount that is 50% below the CMHC average market rent for the City of Vancouver according to the 'CMHC Rental Market Survey' publication that are current at the time of occupancy permit issuance; and

(ii) 70% of the below-market rental units will, subject to condition 2.12(k)(ii), be rented at rates at or below an amount that is 20% below the CMHC average market rent for the City of Vancouver according to the 'CMHC Rental Market Survey' publication that are current at the time of occupancy permit issuance; except that in the event that average market rent data for the City of Vancouver is unavailable in the 'CMHC Rental Market Survey' publication current at the time of unit initial occupancy or change of tenancy (as described in (b) below), below-market unit rents will be based on other appropriate data available in the Canada Mortgage and Housing Corporation's Rental Market Report or Information Portal, as approved by the Director of Planning, Urban Design and Sustainability.

(f) Following initial occupancy, on a change in tenancy for a below-market rental unit, the starting rent for such new tenancy will be reset to rent, as determined by the formula in condition 2.12(e)(i) or 2.12(e)(ii), that initially applied to such below-market rental unit, that is current at the time of the change in tenancy;

(g) The applicant will verify eligibility of tenants for the below-market rental units, based on the following:

(i) For new tenants:

a) Annual household income cannot exceed four times the annual rent for the unit (i.e. at least 25% of household income is spent on rent); and

b) There must be at least one occupant per bedroom in the unit;

(h) The applicant will verify the ongoing eligibility of existing tenants in the units secured at below-market rates every five (5) years after the initial occupancy:

(i) For such tenants, annual household income cannot exceed five times the annual rent for the unit (i.e. at least 20% of income is spent on rent); and

(ii) There must be at least one occupant per bedroom in the unit.

(i) On an annual basis, or at the request of the City, the applicant will report to the City of Vancouver on the operation of the below-market rental housing units which will ensure that the City can confirm that the units are being operated as agreed, and will include a rent roll for the below-market rental units, and a summary of the results of eligibility testing for these units; and

(j) Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require in their sole discretion.

(k) As the applicant has requested to seek a waiver of the Development Cost Levies ("DCL") pursuant to Section 3.1A of the Vancouver Development Cost Levy By-law No.9755 (the "DCL By-law"), the Housing Agreement and Section 219 Covenant, will also include the following terms and conditions:

(i) A rent roll will be provided for review and confirmation by the General Manager of Planning, Urban Design and Sustainability, indicating the agreed initial monthly rents for below-market rental housing at occupancy permit issuance;

(ii) The average starting monthly rents for each unit type will for initial occupancy not exceed the rents outlined by Section 3.1A(d) of the DCL By-Law.

Note to Applicant: This condition will be secured by a Section 219 Covenant and a Housing Agreement to be entered into with the City by by-law enacted pursuant to Section 565.2 of the Vancouver Charter."

Public Art

2.13 Execute an agreement satisfactory to the Director of Legal Services and the General Manager, Arts, Culture and Community Services (ACCS) for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the General Manager of ACCS.

Note to Applicant: Provide development details to the satisfaction of the General Manager, or their designate (a checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art.

Note to Applicant: Please contact Public Art staff at publicart@vancouver.ca to discuss your application.

Environmental Contamination

2.14 If applicable:

(a) Submit a site disclosure statement to Environmental Services (Environmental Protection);

(b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

(c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services,

the General Manager of Engineering Services and Director of Legal Services, including a Section 219 covenant that there will be no occupancy of any buildings or improvements on this site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been issued to the City.

Agreements

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

APPENDIX C
PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS

Note: By-laws will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

DRAFT AMENDMENT TO THE SIGN BY-LAW NO. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

“15-27 West Hastings Street	[CD-1 #]	[By-law #]	C-2”
“8-36 West Cordova Street	[CD-1 #]	[By-law #]	C-2”

DRAFT AMENDMENT TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule B [Intermediate Zone] by adding the following:

“[CD-1#]	[By-law #]	15-27 West Hastings Street”
“[CD-1#]	[By-law #]	8-36 West Cordova Street”

* * * * *

APPENDIX D
STATEMENTS OF SIGNIFICANCE

Gastown Historic District National Historic Site of Canada
Dunn and Miller Block, VHR-listed, M (8 West Cordova Street)
Callister Block, VHR-listed, M (30-34 West Cordova Street)
Hayes & McIntosh Block, VHR-listed, M (36 West Cordova Street)

Gastown Historic District National Historic Site of Canada
Excerpted from the Canadian Register of Historic Places

Description of Historic Place

Gastown Historic District National Historic Site of Canada is located on the south side of Burrard Inlet in downtown Vancouver, British Columbia. The district is positioned on a grid layout that follows the Inlet's curvature. The 141 buildings within the site, built mostly between 1886 and 1914, comprise a homogeneous commercial district of three- to six-storey stone and brick warehouses, commercial stores, hotels and taverns. Masonry construction is seen throughout the site, with an emphasis on solid brick and stone façades punctuated by regular window openings above glassed-in storefronts. Official recognition refers to the 1971 boundary of the district, excluding the parking lot on West Cordova Street.

Heritage Value

Gastown Historic District was designated as a national historic site of Canada in 2009 because:

- it is an intact urban area of business and commercial buildings dating for the most part from 1886 to 1914, representing, through the visual qualities of the buildings, an early Western Canadian city core and the economic flowering of the Western Canadian economy in the late 19th and early 20th centuries;

- it is an exceptional group of commercial buildings that displays, as a whole, the architectural styles of the late 19th and early 20th centuries, and is a rare, harmonious group of buildings in terms of materials, scale and architectural detailing;

- as an early legally protected historic district, it illustrates the activist heritage movement that emerged in Canada's urban centres in the years around 1970, and the creation of local organizations intent on protecting the historic fabric of cities and reorienting urban redevelopment.

Gastown Historic District began to develop in the late-19th century, on the south side of Burrard Inlet in downtown Vancouver. Gastown was constructed on a grid pattern that follows the Inlet's curvature on flat land near sea level. The layout and location of the district reflects an early period of Vancouver's development as an important and prosperous transhipment point and wholesale district for goods transferred between the Prairies and the Pacific Rim. The Canadian Pacific Railway (CPR), set adjacent to the townsite, was responsible for the rapid development and transformation of the townsite into a commercial district. Power and telephone lines run along the laneways of the district instead of the street, which is a typical example of Vancouver's early urban development.

In the 1970s, the district went through a process of "beautification" in response to the activist heritage movement that was emerging in Canada's urban centres. Local organizations

protected the historic fabric of the district by adding historic elements to urban spaces. These include the bollards along Water Street and around Maple Leaf Square, the bronze statue of "Gassy" Jack Deighton, the landscaping features of Gaoler's Mews, the red-brick paving on Water Street and the ornate lamp fixtures.

After the provincial government designated Gastown as a heritage area in 1971, the district gradually became distinct from surrounding neighbourhoods on the downtown peninsula. The area is now characterized by commercial and office space (with some live/work lofts interspersed), many with shops and restaurants on the ground floors. Within the district are approximately 141 buildings constructed before 1914. These buildings range from two- to six-storeys, with details in a variety of styles, ranging from the Victorian Italianate style of the late-19th century buildings; the Victorian Romanesque Revival style used in the early-20th century buildings, and the more austere, industrial style used in the pre-First World War buildings. Only six buildings have been constructed in the district since 1914.

Character-Defining Elements

Key elements that contribute to the heritage character of the site include:

- its location on the south site of Burrard Inlet in downtown Vancouver, British Colombia;
- its setting adjacent to the Canadian Pacific Railways (CPR) rail yard;
- its grid pattern layout that follows the Inlet's curvature on flat land near sea level;
- the two-to-six-storey massing of the buildings with stone and brick construction;
- the main exterior features including, the placement of regularly-spaced window openings set above glassed-in storefronts;
- elements from the mid-1880-1890s buildings, characterized by their brick and wood construction, stone and iron accents, Victorian Italianate style of decorative detailing exhibited in strong cornice lines and flat roofs, the emphasis on the eaves, corbels, bay windows, and decorative window surrounds, as well as a mix of colours and materials;
- elements from the early-1900s buildings, characterized by their greater height, larger volumes, and less decorative styles, as well as their Victorian Romanesque style solid massing of stone and brick, with wide, arched windows and a strong emphasis on the belt courses along each storey;
- the elements from the late-1900s-1910s buildings which reflect the higher density sought in the district and feature early skyscraper designs and cubic volume;
- the lane typology elements that are physical examples of Vancouver's early urban development, including the two lanes, T-junctions, narrow triangular lots, and power and telephone lines that run along the laneways instead of along the streets;
- the streetscape elements relating to the "beautification" of the district, including the bollards along Water Street and around Maple Leaf Square, the bronze statue of "Gassy" Jack Deighton, the landscaping features of Gaoler's Mews, the red-brick paving on Water Street and the ornate lamp fixtures;
- the open views northward from each of the north-south streets, to the mountain wall on the North Shores of Burrard Inlet.

Dunn and Miller Block, VHR-listed, M (8 West Cordova Street)
Excerpted from the Canadian Register of Historic Places

Description of Historic Place

The Dunn-Miller Block is a three-storey late Victorian Italianate commercial building situated in an important commercial streetscape in the Gastown historic district in Vancouver.

Heritage Value

The value of the Dunn-Miller Block lies in the historic relationship between this area and the economy of early Vancouver. It is equally important in its relationship to adjacent buildings. Together they represent a cohesive streetscape of storefront retail. The early uses of this building illustrate the development of the area.

The Dunn-Miller Block is noteworthy for the imposing 180 foot (55 m) long facade of this building, which takes up almost half a block and was considered to be at the time of construction in 1888, 'the largest, most pretentious and important' structure in the city. It was designed by architect Noble S. Hoffar, who played a significant role in the early growth of the city and is credited with a number of other prominent Vancouver buildings including the Court House, the Arlington Hotel and the Horne Block. As one of the first buildings to be constructed of permanent materials after the great fire of 1886, the Dunn-Miller Block was seen as a sign of renewed prosperity and confidence in the city's future. The long, unified facade recalls the terraced buildings of Georgian England, boasting twin roof pediments and pedimented windows. Neighbours to the west erected buildings of similar height and setback, thereby creating a unity of facades not unlike a European terrace, a rarity for Vancouver.

The building was bought during the Klondike years by North Vancouver property owner A. H. Lonsdale and renamed the Lonsdale Block. City files list the building type as 'commercial/ residential', as rooms were available for rent the upper floors of the building. This type of mixed use was typical for commercial buildings in this period of peak growth in Vancouver's early downtown core, and reflects the continual evolution of the neighbourhood at the time. In its prime, it housed offices for the Vancouver Electric Railway and Light Company, the store of pioneer drygoods merchant Thomas Dunn - 'headquarters for Klondike supplies' - drug,

clothing, shoe and millinery retail outlets and a grocery, and provided accommodation for itinerant resource industry workers and travelers, and a meeting hall for such groups as the Knights of Pythias, the Caledonian Society, and the Bricklayer's Union. In 1891 the first public Jewish services were conducted here and by 1893 it housed the city's first Jewish synagogue. Of special interest is the early tenancy of H. McDowell & Company, druggists, a leading Vancouver drug establishment and first of its kind to open after the great fire of 1886. Since 1948, it has been part of the Army and Navy discount department store chain.

Character-Defining Elements

The character-defining elements of the Dunn-Miller Block include:

- the physical relationship to adjacent buildings as part of the historic streetscape and to the neighbourhood;
- built right to the lot line with no setbacks;
- its imposing form and massing; 180 foot (55 m) facade, constructed of brick with stone and cast iron supports divided into five bays, and surmounted by projecting sheet metal classical cornice and two imposing rooftop pediments;
- elaborate classical detailing including the two large, prominent pediments crowning the facade, as well as a series of vertical sash windows capped with alternating segmental and triangular pediments, and bracketed stone cornices above second-storey window openings
- arrangement of portal-like openings below rooftop pediments;
- rusticated stone piers intersecting and flanking the building at each major bay division on the ground level;
- ground floor storefronts for commercial use with large plate glass windows.

Callister Block, VHR-listed, M (30-34 West Cordova Street)
Excerpted from the Canadian Register of Historic Places

Description of Historic Place

The Callister Block is a three-storey late Victorian Italianate commercial structure, on West Cordova Street, in Vancouver's historic Gastown district. It is part of an important historic commercial streetscape.

Heritage Value

The value of the Callister Block lies in its historic relationship with this area and the economy of early Vancouver, and in its physical relationship to the historic streetscape. In the late nineteenth century, this area of Vancouver was the centre of commerce and industry. Within a radius of two to three blocks, almost every hotel, café, store and bar catered to itinerant resource industry workers, business travelers to the area, as well as to city residents. This building and those like it in the area were built for the specific purpose of providing retail goods to a largely male population.

The Callister Block, which housed Sehl Furniture, is typical of the two- and three-storey late nineteenth-century Italianate style structures built for the many firms that serviced the growing population of the area. Its relationship to the surrounding neighbourhood and to adjacent buildings as part of the evolving streetscape defines in part its historic value. Storefront windows on the street level displayed the latest in quality home furnishings, made and sold on site. Built in 1891, the Callister Block was from its earliest days home to established and prominent furniture-making firms owned by Jacob Sehl, James Hastie, and P. Erskine. They combined forces in that year to form the company of Sehl-Hastie-Erskine Furniture Co. Ltd. By 1898 the furniture business had been supplanted by a dry goods and clothing store, evidence of the transitional nature of the neighbourhood commerce. James Stark’s dry goods business

continued to operate here until the business, which had by then taken in his two sons, moved to Hastings Street in 1909. More like a department store, it was described as 'a large and well-appointed establishment, splendidly equipped in its various departments.'

Also of interest was the presence of the Apostolic Faith Mission from 1913 until around 1935. The building was purchased by the Army & Navy Store for storage in 1960.

Character-Defining Elements

Elements which define the heritage character of the Callister Block include:

- its relationship to the neighbourhood as part of the historic streetscape;
- form, scale and massing;
- characteristics of late Victorian Italianate commercial architecture including: heavy cornice with central entablature, division into four vertical bays which contain one vertical sash window, except the west bay which contains two; lintels over windows of segmented stone, and rusticated stone sills, and ground floor retail shop windows with support to building above provided by cast iron columns.

Hayes & McIntosh Block, VHR-listed, M (36 West Cordova Street)
Excerpted from the Canadian Register of Historic Places

Description of Historic Place

The McIntosh Block is a three-storey late Victorian Italianate commercial structure on West Cordova Street in the historic Gastown district of Vancouver. It is part of an important historic commercial streetscape, as it is the most westerly of three buildings owned by the same business.

Heritage Value

The McIntosh Block is generally associated with Gastown's history as a mixed-use district. When the City of Vancouver became the western terminus of the Canadian Pacific Railway and the eastern terminus for trans-Pacific shipment of goods in 1887, the hub of this international and intercontinental commercial activity was Gastown. This and other similar commercial complexes in the area provided much-needed goods and services to the then burgeoning population, both in the area and Vancouver-wide.

The value of this building is as a reminder of the period when Cordova Street was a major retail strip. It is also significant in its continued role as the anchor of a retail chain - Army & Navy Department Stores - that has survived and adapted through various economic cycles in the area. Its value also lies in its relation to adjacent buildings on the street and in the vicinity.

The McIntosh Block, an unpretentious late-Victorian structure, was built in 1890 for the primary purpose of retailing basic goods and food products, and has evolved through several variations of this function until the present day. Starting its days as the Mainland Meat Market, home of Hayes and McIntosh, butchers, part of a larger chain of butchers in Vancouver, the business was subsequently taken over by Patrick Burns & Co. of Burns Meats in 1901. Burns - rancher, meat packer and operator of a chain of butcher shops in western Canada - operated his

business here until 1909. Burns Meats went on to become one of the largest meat processing and packing businesses in Canada, and Pat Burns himself became a millionaire as result of his early innovative entrepreneurial activity.

Samuel Joseph Cohen, originally from San Francisco, opened the first Army & Navy Department Store, nearby on West Hastings Street, in 1919. From its humble beginnings selling surplus goods, the Army and Navy Department Store specialized in buying and selling manufacturer's overruns and bankrupt stock, catering from the start more to the popular market than to the wealthy who frequented the higher-end retailers like Woodward's and the Hudson's Bay Company further west. The value of the Army & Navy is in part its enduring role as an anchor of the district's retail business. Of equal significance is its being owned to this day by the Cohen family. The Cohens have been an important presence in Vancouver business and social circles, and as models in their cultural milieu since these early days. As part of the expansion of the Army & Navy, this building was acquired, possibly in the 1960's.

Character-Defining Elements

The character-defining elements of the McIntosh Block include:

- its relationship with neighbouring buildings as part of this historic streetscape;
- its form and massing, as a typical purpose-built retail outlet in the late 1800s, with details including three cast iron pillars evoking the historic storefront;
- three storey masonry building with sheet metal cornice stopped at each end with decorative brackets;
- rusticated stone pilasters at either side of building with decorated consoles above which brick pilasters continue to the cornice level;
- projecting cornice with decorative brackets aligned with street-level pilasters;
- double-hung second and third level sash windows; semi-circular top units surmounted with semi-circular and segmental molded architraves connected to horizontal string course.

* * * * *

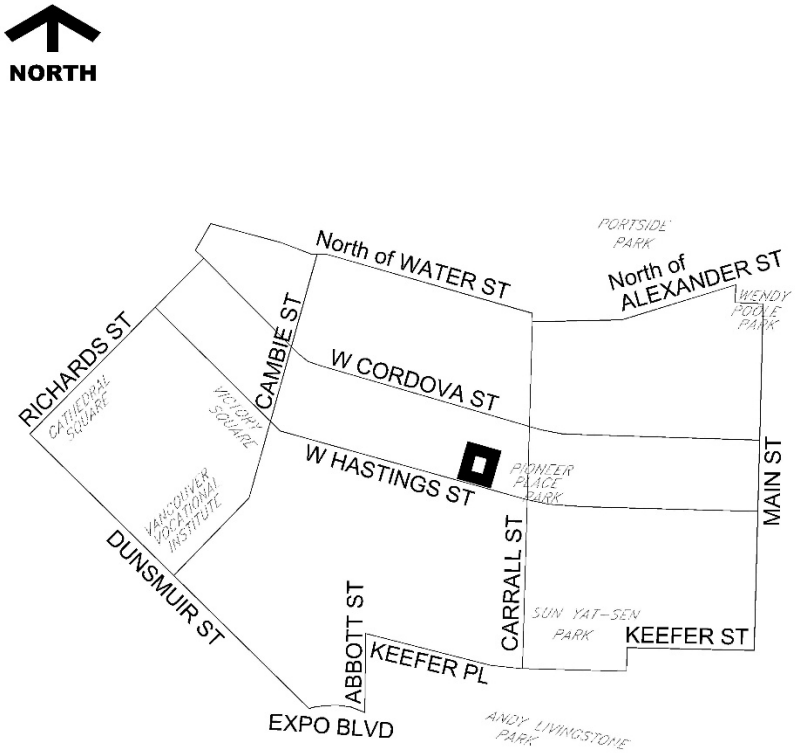
APPENDIX E
ADDITIONAL INFORMATION

Public Consultation Summary

15-27 West Hastings Street

Event	Date(s)	Details
Webpage published	March 19, 2025	https://www.shapeyourcity.ca/15-27-w-hastings
Postcard mailed	March 31, 2025	8,158 notices mailed
Site sign installed	March 19, 2025	n/a
Online comment form	March 2025 to October 2025	114 submissions • 57 responses support • 48 responses opposed • 9 responses mixed
Question and Answer (Q&A) period (2 weeks)	April 2, 2025 to April 15, 2025	6 submissions
Other input (phone calls, direct emails, etc.)	March 2025 to October 2025	4 submissions
Total webpage views	March 2025 to October 2025	1,037 page views
Total Submissions (Comments submitted + questions asked + other input methods)		124 submissions

Map of Notification Area



A summary of public input is provided below, organized by topic.

Areas of support:

- **More rental homes, including affordable ones:** Increase in secured rentals with a meaningful share below market and run by a non-profit. Adds housing choice near jobs and transit and should move ahead quickly.

- **Revives a tired block and helps local shops: N**ew homes, ground-floor retail, and hotel uses will bring people, eyes on the street, and more customers, resulting in safer, livelier sidewalks and alleys.

- **Respect for some heritage and better lanes:** Facade retention on Cordova, and the sawtooth detail and alley activation. This blends old and new while revitalizing the shuttered building frontage.

Areas of concern:

- **Height and scale far exceeds policy:** The 40-storey tower (about 117 m) breaks DTES/Victory Square limits and set a bad precedent. Concern about shadows, lost sky views and a canyon feel.

- **Heritage and neighborhood fit:** A tower at this location would overwhelm low- to mid-rise character and that “façade-only” keeps history in name only. Prefer a much shorter, mid-rise form.

- **Gentrification and weak affordability:** Fear rising rents, displacement, and a project that helps outsiders more than current residents. Years of construction, dust, and traffic will make life worse in the meantime.

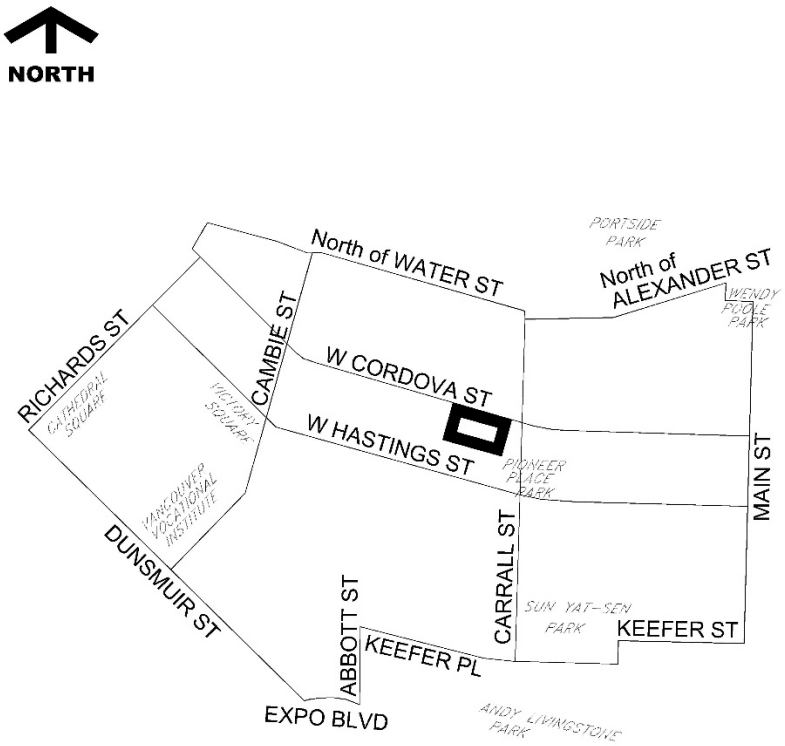
Response to Public Comments

The building proposal's significant height and density are necessary to deliver over 500 units of rental, 108 of which will be operated by a non-profit operator providing below-market rents that are deeply affordable. A below-market commercial space operated by a non-profit for a minimum of 10 years is also part of the public benefits from this proposal. The building's proposed height will not intrude into any protected view cones and does not cast shadows onto public parks, schools, or open spaces during the critical sunlight hours.

8-36 West Cordova Street

Event	Date(s)	Details
Webpage published	March 19, 2025	https://www.shapeyourcity.ca/8-36-cordova
Postcard mailed	March 31, 2025	8,158 notices mailed
Site sign installed	March 19, 2025	n/a
Online comment form	March 2025 to October 2025	104 submissions • 61 responses support • 37 responses opposed • 6 responses mixed
Question and Answer (Q&A) period (2 weeks)	April 2, 2025 to April 15, 2025	5 submissions
Other input (phone calls, direct emails, etc.)	March 2025 to October 2025	7 submissions
Total webpage views	March 2025 to October 2025	961 page views
Total Submissions (Comments submitted + questions asked + other input methods)		116 submissions

Map of Notification Area



A summary of public input is provided below, organized by topic.

Areas of support:

- **More secured rental (including below-market).** Addtional rental homes in/near Gastown. The below-market share as a concrete public benefit and requests the City to approve this project quickly to deliver units.

- **Hotel, jobs and local economy:** New hotel rooms are overdue downtown and will boost tourism, foot traffic, and spending at nearby shops and restaurants. The hotel, housing and retail will bring “eyes on the street”.

- **Street activation with heritage retained:** Replacing an inactive frontage with active retail, laneway/alleys interfaces, and better public realm as a way to improve safety and vibrancy. Retained Cohen Block façade is a respectful blend of old and new.

Areas of concern:

- **Height/scale and policy fit:** The 20 storeys (~66 m) is far above DTES/Gastown limits and could set a precedent. Shadows, loss of sky views, “urban canyon” effects, and the proposal conflicts with adopted policy.

- **Heritage character:** Façade-only retention isn’t real preservation and that the tower would overwhelm the low-rise historic fabric. Seek deeper integration of heritage buildings or a substantially lower, mid-rise form.

- **Gentrification and displacement:** A hotel and mostly market rentals will accelerate displacement and not meet the affordability needs. Local residents will not benefit, while costs and pressures on vulnerable communities rise.

Response to Public Comments

The building proposal's significant height and density are necessary to deliver over 200 units of rental, of which 20% of the residential floor area will be rented at below-market rents, as well as a 179-unit hotel. The proposed density is also necessary to support the rehabilitation of the three buildings' heritage façades. The building's proposed height will not intrude into any protected view cones and does not cast shadows onto public parks, schools, or open spaces during the critical sunlight hours.

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APPENDIX F
15-27 West Hastings Street
8-36 West Cordova Street
PUBLIC BENEFITS

	Hastings Site	Cordova Site	**Overall**
City-wide DCL	$80,573[1,3,4]	$1,850,165[2,3,4]	**$1,930,738**
Utilities DCL	$4,128,169[1,4]	$2,253,756[2,4]	**$6,381,925**
Public Art	$657,421[5]	$448,480[5]	**$1,105,901**
TOTAL	**$4,866,163**	**$4,552,401**	**$9,418,564**

Other Benefits (non-quantifiable components):

- *Hastings site:* 519 rental units, of which 20% of the residential floor area would be rented at below-market rates, secured for the greater of 60 years and the life of the building.

- *Cordova site:* 219 rental units, of which 20% of the residential floor area would be rented at below-market rates, secured for the greater of 60 years and the life of the building, a street-level commercial space of at least 232 sq. m (2,500 sq. ft.) secured at below-market rates for at least 10 years, and the restoration of three heritage façades.

[1] Based on rates in effect as of December 10, 2025 and the proposed 30,472 sq. m (327,998 sq. ft.) of residential floor area and 375 sq. m (4,036 sq. ft.) of commercial floor area on the Hastings site.

[2] Based on rates in effect as of December 10, 2025 and the proposed 12,433 sq. m (133,828 sq. ft.) of residential floor area and 8,610 sq. m (92,677 sq. ft.) of commercial floor area on the Cordova site.

[3] This application has requested and is expected to be eligible for a Class A (100%) waiver of the City-wide DCL applicable to the residential portion of both buildings. The application is therefore subject to the maximum average starting rents and unit sizes by unit type applicable to class A for-profit affordable rental housing as per the By-law. These requirements will be secured by Housing Agreements, and compliance will be assessed through the development permit stage to occupancy permit issuance. The value of the City-wide DCL waivers on the residential floor area across both site is estimated to be $9,219,681.

[4] DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City's DCL Bulletin for more details.

[5] Based on rates in effect as of 2016. Rates are subject to adjustments, see Public Art Policy and Procedures for Rezoned Developments for details.

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APPENDIX G
REZONING APPLICATION SUMMARY

Property

Address	Parcel Identifier (PID)	Legal Description
15-27 West Hastings Street	007-649-088 007-649-096	Lot 1 Block 3 Old Granville Townsite Plan 15573 Lot 2 Block 3 Old Granville Townsite Plan 15573
8-36 West Cordova Street	015-712-958 015-712-966 015-712-974 015-712-982 015-712-991	Lot 1, Except part in Reference Plan 132, Block 3 Old Granville Townsite Plan 168 Lot 2 Block 3 Old Granville Townsite Plan 168 Lot 3 Block 3 Old Granville Townsite Plan 168 The East 1/2 of Lot 4 Block 3 Old Granville Townsite Plan 168 The West 1/2 of Lot 4 Block 3 Old Granville Townsite Plan 168

Applicant Team

Applicant	Michael Green Architecture Inc.
Developer	Bosa Properties Inc.
Architect	Arcadis Architects (Canada) Inc.
Property Owner	Newton Investments Ltd.

Statistics

15-27 West Hastings Street

	Permitted Under Existing Zoning	Proposed		
Zoning	DD	CD-1		
Site Area	1,384.8 sq. m (14,905 sq. ft.)	1,384.8 sq. m (14,905 sq. ft.)		
Land Use	Mixed Use	Mixed Use		
Maximum FSR	6.0	22.3		
Maximum Height	22.9 m (75 ft.)	114.5 m (376 ft.)		
Floor Area	8,308 sq. m (89,435 sq. ft.)	30,847 sq. m (332,031 sq. ft.)		
Unit Mix	N/A	**Market:** **411 units** 32 studio (8%) 311 1-br (76%) 68 2-br (17%) 0 3-br (0%)	**Below-Market:** **108 units** 75 studio (69%) 22 1-br (20%) 11 2-br (10%) 0 3-br (0%)	**Total:** **519 units** 107 studio (21%) 333 1-br (64%) 79 2-br (15%) 0 3-br (0%)
Natural Assets	No on-site by-law trees and one street trees	Street trees to be retained. Unspecified number of on-site trees to be planted.		

8-36 West Cordova Street

	Permitted Under Existing Zoning	Proposed		
Zoning	HA-2	CD-1		
Site Area	2,991.5 sq. m (32,200 sq. ft.)	2,991.5 sq. m (32,200 sq. ft.)		
Land Use	Mixed Use	Mixed Use		
Maximum FSR	N/A	7.0		
Maximum Height	22.9 m (75 ft.)	66.3 m (218 ft.)		
Floor Area	N/A	21,043 sq. m (226,508 sq. ft.)		
Unit Mix	N/A	**Market:** **172 units** 72 studio (42%) 75 1-br (44%) 25 2-br (15%) 0 3-br (0%)	**Below-Market:** **47 units** 21 studio (45%) 18 1-br (38%) 8 2-br (17%) 0 3-br (0%)	**Total:** **219 units** 93 studio (42%) 93 1-br (42%) 33 2-br (15%) 0 3-br (0%)
Natural Assets	No on-site by-law trees and six street trees	Street trees to be retained. Unspecified number of on-site trees to be planted.		

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